
This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

GoogleTM books

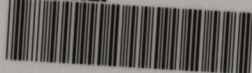
<https://books.google.com>



CHINA SEA PILOT

VK
905
G7
v.3
suppl.
no.7

UC-NRLF



QB 538 138

VK905G7 v.3 suppl. no.7

SUPPLEMENT No. 7—1950

RELATING TO THE

CHINA SEA PILOT
VOL. III

FIRST EDITION, 1937
CORRECTED TO 3rd MAY, 1950

**Whenever reference is made to the Pilot,
this Supplement must be consulted.**

Crown Copyright Reserved

*Lt. Col. Hydrographic
off.*

LONDON
PUBLISHED by the HYDROGRAPHIC DEPARTMENT, ADMIRALTY

To be obtained from the
Agents for the Sale of Admiralty Charts

1950

Gratis to purchasers of China Sea Pilot, Vol. III



ADVERTISEMENT TO SUPPLEMENT No. 7.

This Supplement has been compiled by Commander H. V. Silk, R.N., from information received in the Hydrographic Department of the Admiralty since the publication, in 1937, of the first edition of the China Sea Pilot, Vol. III.

This Supplement should be retained intact for reference ; its existence is to be noted on the tabular form inside the cover of the Pilot.

Whenever reference is made to the Pilot this Supplement must be consulted.

Attention is drawn to the portions which differ from the *previous Supplement* and which are indicated in the following manner :—

Additions or alterations are marked by a line, either in the margin or underlining the new information.

Deletions are indicated by a bracket.

Supplement No. 6, 1948, is hereby cancelled and all information affecting the China Sea Pilot, Vol. III, contained in Notices to Mariners, up to and including No. 854 of 1950, has been embodied in this Supplement ; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the complete weekly edition of the Admiralty Notices to Mariners, should be consulted.

A. G. N. WYATT,
Vice-Admiral,
Hydrographer of the Navy.

Hydrographic Department,
Admiralty, London,
3rd May, 1950.

SUPPLEMENT No. 7, 1950

relating to the

CHINA SEA PILOT

VOL. III

FIRST EDITION, 1937.

(Corrected to 3rd May, 1950.)

Front fly-leaf.—Cautionary Notice.—Add :—

CAUTION.—Mariners should always consult Notice to Mariners No. 1 of the current year for the latest information on the subjects mentioned above.

Page facing Cautionary Notice.—Last line : *For “7 and 10” read “1, 4 and 7”*

Pink page facing Title page.—Last paragraph : *For “Agent or Sub-Agents” read “Agents”*

Title page.—*Delete “ALL BEARINGS ARE TRUE”*

CAUTION (*To face page ii*).—First paragraph.—Line 1 : *For “ALL TRUE” read “REFERRED TO THE TRUE COMPASS”*

Fourth paragraph.—Line 1 : *For “NAUTICAL” read “SEA-”*

Fifth paragraph.—Line 2 : *For “NAUTICAL MILE.” read “SEA-MILE. IT IS OFTEN ACCEPTED AS BEING ONE TENTH OF A NAUTICAL MILE.”*

Page iii.—Third paragraph : *Delete and substitute :—*

This, the first edition, has been prepared by Commander J. Mackenzie, R.N., and contains the latest information in the Hydrographic Department.

Fourth paragraph.—Line 3 : *For “nautical” read “sea-”*

Penultimate paragraph : *Delete and substitute :—*

Copies of a form (H. 102), on which to render information, can be obtained *gratis* from

The Hydrographer of the Navy,
Hydrographic Supplies Establishment,
Creechbarrow House, Taunton,
Somerset,

or from any of the Admiralty Chart Agents in Great Britain and abroad, a list of whom is published, annually, in Admiralty Notice to Mariners No. 2.

Page vi.—CHAPTER XI and CHAPTER XII : *For “Ōryuku kō” read “Ōryoku kō”*

Page ix. _____

VK705

Page x. _____

G7

Page xi. _____

v. 3
suppl.
no. 17

Page xvi.—Line 7 and elsewhere in the book: *For* "wireless" *read* "radio"

Lines 22-23 and elsewhere in the book: *For* "Admiralty Chart Establishment" and "Chart Agency" *read*, respectively, "Hydrographic Supplies Establishment" and "Admiralty Chart Agency"

Page xviii.—Lines 26-27: *Delete* and *substitute* :—

"(1) A block may indicate not only the insertion of new material, *but also the omission of matter previously shown.* The latter would,"

Page xx.—Lines 2-11: *Delete* and *substitute* :—

Supplements and Summaries of Admiralty Notices to Mariners should be retained intact.

Whenever reference is made to Sailing Directions, the Supplement must be consulted.

The existence of a Supplement or Summary of Admiralty Notices to Mariners is to be entered in the tabular form inside the cover of the Sailing Directions.

Admiralty Notices to Mariners affecting Sailing Directions are *not* to be cut up and pasted in, but the book is to be annotated in the margin, or corrected in manuscript, as convenient.

Line 13: *For* "nine" *read* "twelve"

Lines 17-34: *Delete* and *substitute* :—

"The volumes are published annually at the rate of one volume per month commencing with Volume 1 in January and ending with Volume 12 in December. Supplements to these volumes will not be issued.

Each volume will be issued with an inscription on its cover and title page stating the date to which the volume has been corrected, which will be approximately six weeks prior to the date of its issue. Permanent and temporary corrections or additions to each volume, which may occur between the date of correction, and the date of issue, will be promulgated by Section III of Admiralty Notices to Mariners.

Important amendments are promulgated in Admiralty Notices to Mariners. In Section IIIA of each Weekly Complete Edition of these Notices will be found all additions and alterations made to lights, fog signals and visual time signals by the Notices issued during the week affected; certain other additions and alterations are also included in Section IIIA which, though of not sufficient importance to necessitate the issue of a Notice to Mariners, will be found of use to the seaman. Section IIIB contains similar information, but of a temporary character.

Corrections to the Light Lists should be made *in pencil*, or be extracted from Section III and pasted in the appropriate volume.

Corrections are not made in copies of the Lists of Lights etc. stocked by the Hydrographic Supplies Establishment, Admiralty Chart Agents or "

Lines 36-37: *Delete* "supplements" to "notices" and *substitute* :—
"Weekly Complete Editions of the Admiralty Notices to Mariners"

Pages xx-xxi.—Sections 6 and 7: *Delete and substitute* :—

6. The Admiralty List of Radio Signals.—The Admiralty List of Radio Signals is issued in three volumes.

Volume I.—Communications.—Comprises particulars of radiotelegraph coast stations, together with general regulations ; it also includes such subsidiary services as medical advice supplied by radio, together with details of the organisation for transmitting British official messages to merchant ships.

Volume II.—Navigational Aids.—Comprises particulars of services from direction-finding stations and radiobeacons, together with radio time signals and navigational warnings (with ice signals) ; all relevant codes and regulations will be found in this volume.

Volume III.—Meteorological Services.—Comprises particulars of weather services provided for the use of shipping (including numerous aviation services of interest to mariners), together with relevant codes and lists of meteorological observation stations and aviation routes. New editions of each volume will be published annually.

A Supplement to each volume is also issued. The Supplement to Volume I contains corrections between the date of the volume going to press and the 31st December. The Supplements to Volumes II and III embody all corrections issued between the date of going to press and the date of their issue to Ships and Establishments.

Important amendments to the List are notified in the Admiralty Notices to Mariners, and minor amendments in Section VI of the complete weekly edition of these Notices. Section VI also includes the important amendments.

Copies of the List stocked by the Hydrographic Supplies Establishment, Admiralty Chart Agents or the Admiralty Chart Depôts are not kept corrected, and Lists received from these sources should accordingly be corrected from the Supplements and from the weekly editions of the Admiralty Notices to Mariners before being brought into use.

7. The Admiralty Tide Tables.—The Admiralty Tide Tables are published in three Parts, as follows :—

Part I, containing tidal predictions for Standard ports. This Part is published annually in two separate Sections, A, Home Waters, and B, Foreign Waters.

Part II, containing data for predicting tides at places which are not Standard ports, and for predicting tidal streams at places where the stream is not semi-diurnal. This Part is published at intervals of about 5 years with Supplements as required.

Part III, containing instructions for predicting tides and tidal streams, and for analysing observations of tides and tidal streams, with tables to assist prediction and analysis.

Page xxili.—*After line 5 insert* :—

Soundings in hair line, which are shown on the latest charts in upright figures, and on other charts in sloping figures, indicate that such soundings have been taken from smaller scale charts, an unreliable source, or adapted from old and imperfect surveys.

Line 18: *For " heavy " read " deep "*

Line 24: *Delete " especially if ringed round, "*

Page xxiv.—Line 5: *For " subjected " read " subject "*

Page xxiv continued.

Line 24 : *Delete and substitute :—*

“ disposed horizontally, may be exhibited, but they cannot be implicitly relied on.”

Page xxv.—Lines 28-34 : *Delete and substitute :—*

Great assistance may be obtained from the radiobeacons situated at many important lighthouses and light-vessels, but the attention of Mariners is called to the serious dangers which may arise from their misuse. No attempt should be made to approach such a position on a radio bearing, whilst relying only on hearing the sound fog signal in sufficient time to alter course to avoid danger. When the radio fog signal is transmitted from a light-vessel, it is essential, in order to avoid collision, that the bearing from the light-vessel should not be kept constant.

Pages xxv-xxvi.—Sections 10 and 11 : *Delete and substitute :—*

10.—Tides.—In navigating coastal waters where the range of the tide is considerable, caution is always necessary. The tidal predictions for Standard ports in Part I of the Admiralty Tide Tables can generally be relied upon to give times of high and low water to within a few minutes, and heights within a few tenths of a foot. Larger errors are to be expected in the predictions for places which are not Standard ports, computed from the data in Part II, but such predictions computed from the harmonic constants are always sufficiently accurate for the general requirements of navigation. The heights of the tide at times between high and low water may usually be found within narrow limits in accordance with the instructions in Parts I and III of the Tide Tables.

The datum of Admiralty charts depending on Admiralty surveys vary with the type of tide, but usually conform with the International agreement that datum should be “ a plane so low that the tide will but seldom fall below it.” The datums used by different nations, however, differ very considerably and those of Admiralty charts depending on foreign surveys are always those used by the original surveys, which vary from “ lowest possible low water ” to “ mean low water ” in tidal waters, and are usually mean sea level in non-tidal waters.

The datum used is always stated on large scale Admiralty charts, and full particulars of these datums will be found in Part III of the Tide Tables.

Caution.—Most datums are above the lowest level to which the tide may fall ; the charts therefore do not always show minimum depths.

11.—Tidal streams.—Where the tidal streams are semi-diurnal, information regarding them is usually given, in a convenient part of the chart, in tabular form or by notes, special symbols being inserted at the positions to which the information refers. In certain cases, where the information is incomplete, the streams are indicated by arrows.

Where the streams are not semi-diurnal, the information cannot be given on the charts, but the harmonic constants of the stream, if known, will be found in Part II of the Tide Tables.

Tidal streams, particularly if rotary, may vary considerably both in direction and rate ; predictions of the streams must, therefore, always be considered approximate.

Pages xxv-xxvi continued.

The turn of the tidal stream is not usually coincident with the times of high and low water ; in fact, though in estuaries, harbour entrances, etc., the stream usually turns at about the times of high and low water, in open channels and along open coasts generally, the turn usually occurs more nearly at half tide. Predictions of the times of high and low water must, therefore, never be used as predictions of the times of slack water.

It should be remembered that, even where the general direction of the stream is parallel with the shore, an indraught is usually experienced when crossing the entrances to bays and inlets.

Page xxvi.—Line 45: *For " Fixing position.—" read :—Fixing positions.*—For further information on this subject *see* Admiralty Manual of Navigation.

When in sight of land, every opportunity should be taken of fixing the ship's position by terrestrial objects.

The most usual method is by compass bearings of suitable objects, and it must be borne in mind that a fix by only two bearings is liable to error, either an absolute error in taking the bearings, or those made in applying in the deviation or in laying the bearings off on the chart. For these reasons, a third or check bearing of some other object should, when possible, be taken, especially when near the shore or dangers. The coincidence of the resulting three lines will prevent any mistakes if the objects are suitably placed.

Line 49: *For " things " read " conditions "*

Page xxvii.—Lines 7-12: *Delete and substitute :—*

In all cases in which great accuracy of position is desired, such as the fixing of a rock or shoal, or the addition to a chart of fresh soundings or new buildings, angles should invariably be used.

Lines 16-24: *Delete " In the " to " useful." and substitute :—*

When running a line of soundings, it is only necessary to take a third angle now and then ; firstly to make certain that the more important soundings, as at the end of a line, are correctly placed and, secondly, to check the general accuracy of the chart.

Attention is also directed to the very useful and handy method of fixing by the bearing and distance of a suitable object.

Should the ship be supplied with a rangefinder, its use here is obvious, but without one a very good approximate distance of an object of known height may be obtained, by observing its angle of elevation and obtaining the distance from Lecky's Offshore Distance Tables, which are supplied with all sets of charts.

Full directions for the use of these Tables are given with them.

Sometimes, when only one of the requisite objects is visible from the standard compass, a compass bearing of it and a sextant angle to the other may be used to fix the position.

The method of fixing by doubling the angle on the bow is useful when passing points of land, etc., in waters where there is either no tidal stream or current, or where they can be estimated with sufficient accuracy.

After line 33 insert :—

In practice, the angle X° should not be less than 25° .

Line 34: *For " useful " read " usual "*

Page xxvii continued.

Lines 38-48 : *Delete and substitute :—*

The above fix is only reliable if either there is no tidal stream or current, or if the stream is running directly with or against the course of the ship ; if otherwise, or if leeway is to be allowed for, the above method should never be used, but the ship's position should be obtained by plotting the two bearings and the estimated course and distance made good in the interval.

Lines 52-54 : *Delete and substitute :—*

“ found ; any two bearings at a suitable angle to each other may be used, together with the run between them, but, again, this table should not be used when the vessel is subject to a cross tidal stream or leeway.”

Page xxviii.—Line 2 : *For* “ In employing this method ” *read* “ A vertical danger angle is useful when the danger lies off an object such as a lighthouse, the height of which is known ; the angle being obtained from the aforesaid Lecky's Tables. If a horizontal danger angle between two objects is used,”

Lines 7-27 : *Delete and substitute :—*

When fixing by astronomical observations, attention is drawn to the great utility of the position line. Even a single position line may at times give invaluable information, as the ship must be somewhere on this line, provided the chronometer is correct.

A sounding obtained at the same time may often serve to give an approximate position. Again, by steering along, or at a required distance parallel to, a single position line, a vessel may make her port or avoid a danger, although uncertain of her position.

A very accurate position may be obtained by observations of three or more stars at evening or morning twilight, or by the observation of a bright star at daybreak and another, shortly afterwards, of the sun when a few degrees (not less than 10°) above the horizon. The position lines thus obtained should differ in azimuth by 30° or more.

Mariners are also reminded that, with modern tables for correcting the altitude, observations of the moon entail practically no more calculation than those of a planet. Moon sights are sometimes available when stars are obscured by light cloud, etc. ; also an excellent position may frequently be obtained by simultaneous observations of the sun and moon.

Great use may be made of radio bearings for fixing the ship ; full details of this method, and its limitations, are given in the Admiralty List of Radio Signals.

Observations for errors of the compass.—No opportunity should be neglected of checking the deviations of the standard compass. When coasting, and a well surveyed and fairly large scale chart is available, an excellent method of observing the deviation is by taking the compass bearing of two suitable objects when in transit, and comparing this with the magnetic bearing from the chart ; provided always that the objects are not too close together. When this method is not available, the deviation should be obtained by azimuths of a heavenly body.

Deviations should be observed on any change of course on which the ship is steadied for any material space of time ; if steering a steady course, the compass error should be observed at least twice a day.

After line 51 insert :—

Magnetic variation values shown on Admiralty charts are for the 1st July of the year mentioned.

Page xxx.—Lines 26-56 : *Delete and substitute :—*

16. Tropical revolving storms, and practical rules for avoiding them.—

1. Tropical revolving storms or cyclones occur for the most part in the tropical or sub-tropical portions of the western sides of the great oceans, with the exception of the South Atlantic ocean where they are unknown. They occur also on the eastern sides of the North Pacific and South Indian oceans, in the Arabian sea and Bay of Bengal.

2. Revolving storms are so named because the wind in these storms revolves round an area of low pressure situated in the centre. The direction of revolution is anti-clockwise in the northern hemisphere and clockwise in the southern hemisphere. The wind, however, does not revolve round the centre of low pressure in concentric circles but has a spiral movement inwards, towards the centre.

3. Tropical storms are known by various names according to the locality in which they are experienced. In the West Indies, on the Pacific coast of central America and in the South Pacific ocean they are called hurricanes : in the Indian ocean, Arabian sea and Bay of Bengal, cyclones : and in the western part of the North Pacific, typhoons.

4. These storms generally originate between the parallels of 5° and 20° of latitude in both hemispheres, and as a rule have initially a progressive movement westward, subsequently recurring towards the pole of the hemisphere in which they are generated. Thereafter, they tend to move north-eastward in the northern hemisphere and south-eastward in the southern hemisphere, so that they invade the temperate latitudes where they may gradually acquire the characteristics of the depressions of such latitudes.

5. Tropical storms are most frequent towards the end of the hot season in both hemispheres. In the Arabian sea and Bay of Bengal, however, they have their maximum frequency, and are most dangerous, during the transition periods at the beginning and end of the monsoon.

6. The diameter of revolving storms may vary from twenty to some hundreds of miles. Their average rate of progress when moving westward is about 10 knots, but, after recurring, their average speed increases to about 20 knots. It should be remembered, however, that very great variations from these speeds are likely to occur, and especially after recurring the storms sometimes move very quickly, their rate of travel then occasionally being as much as 50 knots.

7. The winds associated with tropical storms are extremely violent, but in the centre, or eye, of the storm, light variable breezes or squalls alternating with complete calms are usually encountered. In this region mountainous seas and a heavy confused swell are experienced. Just outside the central region the strongest winds of the storm system are met, accompanied by violent squalls, and in this area, in well developed storms, it is possible that a wind speed of 150 knots, in gusts, may be attained. With increasing distance from the storm centre the wind generally decreases progressively. The aim of the seaman should therefore be to remain as far as possible from the centre of the storm system.

8. The track followed by the centre of the storm is known as the path of the storm, and the portion of the storm field on the right of the path is called the right semi-circle, and that on the left, the left semi-circle.

9. The semi-circle which lies on the side of the path towards the usual direction of recurvature, i.e., the right semi-circle in the northern

Page xxx continued.

hemisphere and the left semi-circle in the southern hemisphere, is known as the dangerous semi-circle. It is so called because a ship caught in it may be blown towards the path over which the storm will pass, or the storm may recurve and the centre pass over her.

10. The semi-circle which lies on the side of the path away from the usual direction of recurvature is known as the navigable semi-circle. A ship situated within this semi-circle will tend to be blown away from the path of the storm centre, and the recurvature of the storm will increase her distance from the centre.

11. The indications of the approach of a tropical storm are:—

(a) A swell not caused by the wind then blowing.

(b) A fall in the barometer, which may be divided into three phases:—

(i) A slow fall, during which the diurnal variation is still apparent, and which usually occurs from 500 to 120 miles from the centre of the storm.

(ii) A distinct fall, during which the diurnal variation is almost completely masked, and which usually occurs from 120 to 50 miles from the centre.

(iii) A rapid fall usually occurs from 60 to 10 miles from the centre.

(c) The reading of the barometer being from 2 to 3 mb. below the normal for the time of the year is a probable indication of the formation of a tropical storm in the vicinity.

(d) An appreciable change in force and/or direction of the wind.

(e) The formation of convergent streaks or bands of cirrus cloud.

(f) An ugly threatening appearance of the sky, and lurid sky colourings at sunrise and sunset.

12. In order to judge the best way to act if there is reason to suppose that a storm is in the vicinity, a seaman requires to know:—

(a) the bearing of the centre of the storm;

(b) the path of the centre;

(c) the semi-circle in which the ship is situated.

13. If an observer faces the wind, the centre of the storm will be from 12 to 8 points on his right-hand side in the northern hemisphere, and on his left in the southern hemisphere; 12 points at the beginning of a storm, gradually decreasing to 8 points towards the centre.

14. The path of the storm centre can be approximately determined by taking two such bearings with an interval of from two to three hours between observations, provided that there has been a wind shift during the interval and that allowance is made for the ship's movement. It can, however, be assumed that the storm is not travelling in a southerly direction, if in the northern hemisphere or in a northerly direction if in the southern hemisphere; and, if in a lower latitude than 15° , its path is most unlikely to have an easterly component, except in the South Pacific eastward of the 180th meridian.

15. If the wind shifts to the right the vessel is in the right semi-circle, if to the left in the left semi-circle; if the wind is steady in direction but increasing in force, she is in the direct path of the storm.

16. A further check on the bearing and path of the storm may often be obtained by noting the direction from which the swell is coming and any change in this direction. The swell usually travels directly outwards from the storm centre.

17. If in the dangerous semi-circle, i.e., the right semi-circle in the

Page xxx continued.

northern hemisphere and the left semi-circle in the southern hemisphere, a steam vessel should steer to windward away from the assumed path of the storm, or stop and lie to if there is insufficient sea room.

A sailing vessel should heave to, on the starboard tack in the northern hemisphere and on the port tack in the southern hemisphere.

18. If the seaman has reason to believe that his vessel is in the direct path of the storm, or if in the navigable semi-circle (i.e., the left semi-circle in the northern hemisphere and the right semi-circle in the southern hemisphere), he should run with the wind on the starboard quarter in the northern hemisphere and on the port quarter in the southern hemisphere, away from the assumed path of the storm, until the barometer begins to rise.

19. Sometimes a tropical storm moves so slowly that a vessel, if ahead of it, can easily outpace it or, if astern of it, can overtake it.

Since, however, she is unlikely to feel seriously the effects of a storm known to be in the vicinity so long as the barometer does not fall below 1005 millibars, it is recommended that frequent readings should be made and that the vessel should continue on her course until the barometer falls to 1005 millibars or the wind increases to force 6. If and when either of these events occurs, she should act as directed in the preceding paragraphs until the barometer has risen above 1005 millibars and the wind decreased to force 6 or less. Should it be certain, however, that the vessel is behind the storm, or in the navigable semi-circle, it will evidently be sufficient to alter course away from the centre.

20. If there is insufficient room to run when in the navigable semi-circle, a steam vessel should stop and lie to, and a sailing vessel should heave to on the port tack in the northern hemisphere and on the starboard tack in the southern hemisphere.

21. If in harbour, or at anchor, a seaman should be just as careful in watching the signs and ascertaining the probable path of the storm centre, as he may be able to point his ship, or shift his berth with advantage.

22. In regions where tropical storms are encountered, the local meteorological services issue special warning messages by radio during the storm season, giving the particulars of the position and probable path of any storm which is in the vicinity. Particulars of these messages are given in the Admiralty List of Radio Signals.

Page xxxi.—Delete.

Index to Admiralty published charts, S.D. 39, facing page 1.—
Port S. Vicente, Lat. $18^{\circ} 30' N.$, Long. $122^{\circ} 10' E.$: For " 3126* " read " 3545* "

Lat. $36^{\circ} 15' N.$ } For " 857* Tsingtao Inner Hr " read " 876*
Long. $118^{\circ} 20' E.$ }
Tsingtao Hr "

Lat. $37^{\circ} 41' N.$ } Insert :—Lungkow Harbour 2653*.
Long. $120^{\circ} 14' E.$ }

Lat. $40^{\circ} 43' N.$ } Insert :—Hulutao Harbour 2653*.
Long. $121^{\circ} 01' E.$ }

Insert new charts as follows :—

Chart No. 3231 between

Lat. $23^{\circ} 41' N.$ and Lat. $24^{\circ} 59' N.$

Long. $120^{\circ} 04' E.$ and Long. $121^{\circ} 00' E.$

Index to Admiralty published charts—continued.

Chart No. 3232 between

Lat. 21° 36' N. and Lat. 22° 56' N.

Long. 119° 57' E. and Long. 120° 53' E.

Chart No. 3233 between

Lat. 21° 36' N. and Lat. 22° 56' N.

Long. 120° 43' E. and Long. 121° 39' E.

Chart No. 3234 between

Lat. 22° 41' N. and Lat. 24° 00' N.

Long. 121° 07' E. and Long. 122° 02' E.

Chart No. 3235 between

Lat. 23° 50' N. and Lat. 25° 08' N.

Long. 121° 30' E. and Long. 122° 25' E.

Chart No. 3236 between

Lat. 21° 44' N. and Lat. 26° 45' N.

Long. 120° 45' E. and the eastern border of the Index chart.

Chart No. 3392 between

Lat. 34° 33' N. and Lat. 35° 15' N.

Long. 125° 52' E. and Long. 126° 25' E.

Pink slip facing page 1.—First paragraph.—Line 3: *For "Part VI" read "Volume 6"*

Last paragraph.—

Line 1: *For "W/T" read "radio"*

Line 2: *For "fog signals, beacons" read "radiobeacons"*

Line 4: *For "Wireless" read "Radio"*

Page 5.—Lines 44-45: *Delete "1935" to "270,457" and substitute:—*
"1943 the total population of Formosa was about 5,500,000, of which 396,674"

Page 7.—Line 15: *Delete and substitute:—*

"Mokuho, Gunzan kō, Chemulpho, Kaishu kō, Chinnampho, Shin wiju, Tatungkow and"

Lines 30-48: *Delete and substitute:—*

"measures were in use in 1946:—

	Korean.	Japanese.	British equivalent.
--	---------	-----------	---------------------

Weight:—

Mommei	Momme		0.132 oz.
--------	-------	-------	-----------

Keun	Kin	= 160 mommei	1.323 lbs.
------	-----	--------------	------------

Kwan	Kan	= 1,000 mommei	8.269 lbs.
------	-----	----------------	------------

Linear:—

Cha	Shaku		11.93 inches.
-----	-------	-------	---------------

Kan	Ken	= 6 cha	5.965 feet.
-----	-----	---------	-------------

Chung	Cho	= 60 kan	119.308 yards.
-------	-----	----------	----------------

Li	Ri	= 36 chung	2.44 miles.
----	----	------------	-------------

Square:—

Pyung	Tsubo		3.954 sq. yds.
-------	-------	-------	----------------

Myo	Se	= 30 pyung	118.611 sq. yds.
-----	----	------------	------------------

Tan	Tan	= 10 myo	0.245 acre.
-----	-----	----------	-------------

Chongbo	Chobu	= 10 tan	2.451 acres.
---------	-------	----------	--------------

Capacity:—

Chak	Shaku		0.0047 gal. or 1.1004 cu. ins.
------	-------	-------	--------------------------------

Hop	Go	= 10 chak	0.0476 gal. or 11.004 cu. ins.
-----	----	-----------	--------------------------------

Doi	Sho	= 10 hop	0.476 gal. or 110.04 cu. ins.
-----	-----	----------	-------------------------------

Marl	To	= 10 doi	4.76 gals. or 0.637 cu. ft.
------	----	----------	-----------------------------

Seum or Suk	Koku	= 10 marl	47.6 gals. or 6.371 cu. ft."
-------------	------	-----------	------------------------------

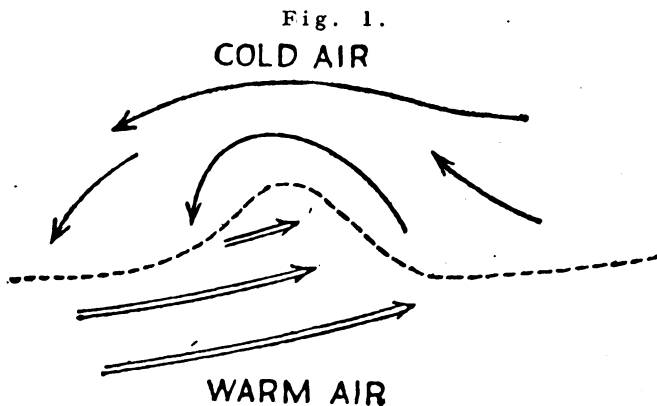
Page 8.—*Below the diagram insert :—*

Depressions.—A depression is a region of the atmosphere where pressure is lower than elsewhere. It appears on the synoptic chart as a series of isobars roughly circular or oval in shape, surrounding an area of low pressure. It is characterised by unsettled weather and often strong winds. In the northern hemisphere the winds blow round a low pressure in an anti-clockwise direction ; there is also a slight inclination across the isobars. Thus the well known rule for the northern hemisphere is that when an observer faces the wind the lowest pressure is from 8 to 12 points to his right.

According to the Norwegian theory of depressions, which has now been generally accepted, most depressions form at the boundary of two air currents of different temperatures and characteristics which are in juxtaposition, a tongue of warm air projecting into the cold air and the centre of the depression being at the tip of the tongue of warm air (Fig. 1). The disturbance so formed moves forward along the boundary of the two air currents. Thus in its early stages a depression has a warm sector. The boundaries between the warm and cold air streams are known as " fronts." At the front of the warm air stream known as the " warm front," the warm air is rising gradually over the cold air ; this causes condensation of the water vapour in the warm air forming at first cloud and later drizzle or continuous steady rain. The cloud spreads out ahead of the warm front and the highest cloud, cirrus or mares' tails, is often about 500 miles ahead. At the rear boundary of the warm sector, known as the " cold front," the cold air is pushing under the warm air, forcing the latter to ascend rapidly ; this process is sometimes violent enough to produce squalls. The rapid ascent of the warm air causes the moisture to condense in the form of cumulonimbus clouds (shower clouds), from which heavy showers may fall (Figs. 2a and 2b). The warm sector is thus being gradually lifted up from the earth's surface. When this has occurred the depression is said to be " occluded," and the warm and cold fronts merge in a " line of occlusion " (Figs. 3a and 3b). When a depression has become occluded, it usually decreases in intensity and rate of travel, and gradually fills up. On the other hand, a depression which has a marked warm sector is likely to be deepening, the winds associated with it may increase in force and its rate of travel may increase. Depressions are usually travelling in a direction approximately parallel to the isobars in the warm sector.

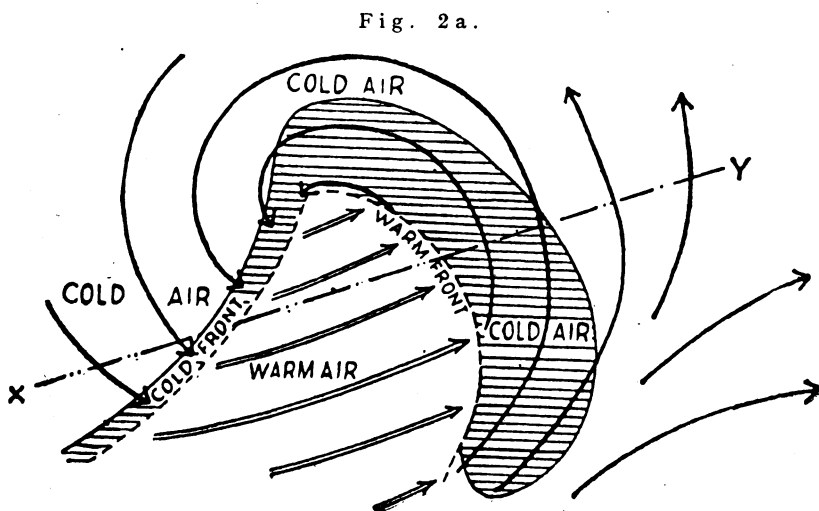
Depressions may move in almost any direction, but they most often move from any one position to a position further east ; they tend to travel over the sea rather than over the land. Their rate of movement is very variable, and sometimes depressions are stationary for a time ; speeds between 15 and 25 knots are common in the northern hemisphere. Depressions vary very much in size ; the smallest may have a diameter of less than 100 miles, while the diameter of the largest may exceed 2,000 miles.

The approach of a depression is indicated by a falling barometer. In the northern hemisphere if the depression is approaching from westward and passing northward of the ship, clouds appear on the western horizon, the wind shifts to south-east or south and freshens, the cloud layer gradually lowers, and finally drizzle, rain or snow begins. If the depression is not occluded, after a period of continuous rain or snow there is a veer of wind at the warm front, a rise of temper-



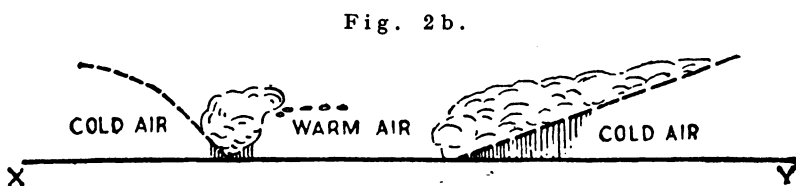
A depression forming at the boundary of two air currents.

The double lines show the flow of the warm air, and the single lines the flow of the cold air.



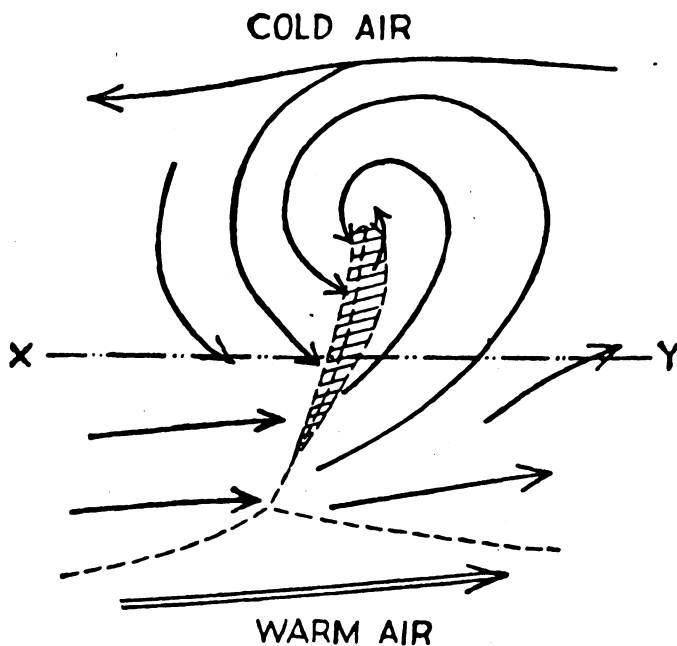
Plan of a developed depression.

The double lines show the flow of the warm air, and the single lines the flow of the cold air
 The shading shows the areas where rain (or snow) is most probable.



Vertical section of the depression along the line XY.

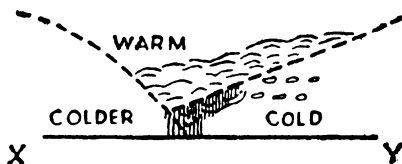
Fig. 3a.



Plan of an occluded depression.

The shading shows the region where rain (or snow) may be expected near the occlusion.

Fig. 3b.



Vertical section of an occlusion of the cold front type.

The air in front of the occlusion is warmer than the air behind it.

Page 8 continued.

ature and diminution of rain (or snow) in the warm sector, the visibility being moderate. The passage of the cold front is marked by the approach from westward of a thick bank of cloud, a further veer of wind to west or north-west, sometimes with a sudden squall, rising pressure, a fall of temperature, squally showers of rain, hail or snow, and improved visibility (except during showers). The squally showery weather with a further veer of wind and drop in temperature may recur while the depression passes. If the depression is occluded, the occlusion is preceded by the cloud of the warm front; there may be a period of continuous rain mainly in front of and at the line of occlusion, or a shorter period of heavy rain mainly behind the occlusion according as the air in front is colder or warmer than that behind it. There may be a sudden veer of wind at the line of occlusion. Often another depression follows, in which case the barometer begins to fall again and the wind backs towards south-west or south.

If a depression travelling eastward or north-eastward is passing southward of the ship, the winds in front of it are easterly and they back through north-east to north or north-west; changes of direction are not likely to be so sudden as on the southern side of the depression. In the rain area there is often a long period of continuous rain and unpleasant, thick weather with low cloud. In winter in the colder regions the weather is cold and raw and precipitation is often in the form of snow.

Near the region of lowest pressure, lulls are sometimes experienced, but sudden changes are likely, and in a deep depression the wind may increase in strength very rapidly, perhaps to gale force, as the barometer begins to rise.

Sometimes in the air circulation of a large depression, usually on the equatorial side and often on a cold front, a secondary depression develops, travelling in the same direction as the primary but usually more rapidly. The secondary often deepens while the original depression decreases in intensity. In the region between the primary and the secondary depressions, the winds are not as a rule strong; but on the further side of the secondary, usually the southern side, winds are likely to be strong and they may reach gale force. Thus the development of a secondary depression may cause gales at a greater distance from the primary depression than anticipated, while there may be only light winds where gales were expected.

The above is a brief general description of depressions and the associated weather in temperate latitudes of the northern hemisphere. It must be emphasised, however, that individual depressions in different localities differ considerably from one another, according to the characteristics (especially the temperatures and humidity) of the air currents of which they are composed, and the nature of the surface over which they are travelling.

Land and sea breezes.—Near the coast the wind is influenced by the land and sea breezes, and often the actual wind experienced is not that which would be expected from the general pressure gradient existing. During the daytime in suitable conditions a sea breeze tends to blow onshore. It usually rises gradually during the forenoon, but sometimes its onset is sudden; at times it breaks suddenly as late as 1400; it reaches its maximum development in the afternoon, usually from about 1500 to 1700; it decreases in the evening and dies away around sunset. At some time after 2200 a light offshore wind, the land

breeze, may spring up and last until the morning ; sometimes the nights are calm and the land breeze is not felt until the early morning. Except in regions where the land slopes steeply to the coast, the sea breeze is usually more strongly developed than the land breeze. The effect of the sea (or land) breeze may be to deviate the wind due to the general pressure gradient, to reinforce it, to neutralise it and reduce it to a calm, or even to reverse it ; in quiet anti-cyclonic conditions the land and sea breezes may be the dominating winds.

The land and sea breezes are caused by the unequal heating of the land and water under the influence of the sun's radiation. During the daytime the land is warmed up, and the air over the land becomes warmer than the air over the sea, and there is a movement of air onshore ; at night the land is cooler than the sea and the air movement is in the opposite direction. The conditions favourable to the maximum development of land and sea breezes are bright sunny days and clear nights with a weak pressure gradient and little general wind.

Land and sea breezes are much influenced by topography and vary considerably along the coasts ; it is therefore necessary to study each part of the coast to forecast the development of these breezes accurately.

The effect of the land and sea breezes is not usually felt more than 20 miles from the coast and often it does not extend beyond 10 miles.

Page 15.—Lines 54-56 : *Delete and substitute :—*

Effect of a tropical revolving storm on the current.—In the vicinity of a tropical revolving storm the set and drift of current may be markedly different from that normally to be expected. Comparatively little is known about such currents, particularly near the centre of the storm, since navigators avoid the centre whenever possible and conditions within the storm field generally are unfavourable to the accurate observation of current.

The primary cause of the currents is the strong wind associated with the storm ; the strength of current produced by a given force of wind varies with latitude and is greatest in low latitudes. For the latitudes of tropical storms, say 15° to 25° , a wind of force 10 would produce a current of about one knot. It is believed that the strength of the currents of tropical storms is, on the average, the same as that which wind of similar force, unconnected with a tropical revolving storm, would produce. These currents, at the surface of the water, set at 45° to the right of the wind direction (in the northern hemisphere) and therefore flow obliquely outward from the storm field, though not radially from the centre.

Unless due allowance is made for these sets, very serious errors in reckoning may therefore arise. It is reported that, in one case, a vessel experienced a south-easterly set of more than 50 miles, under conditions when the set normally to be expected was south-westerly. In another case, an unexpected south-south-westerly set of 60 miles was experienced in 18 hours. These are examples of currents of abnormal strength, which are occasionally met in the vicinity of tropical revolving storms, and which cannot be accounted for by the wind strength. The possibility of such an experience should be borne in mind, particularly near, say within 100 miles of the centre of the storm.

Page 15 continued.

Other currents, not caused directly by the wind, may flow in connection with these storms but are probably weak and therefore negligible in comparison with the wind current.

The above remarks apply to the open ocean. When a tropical storm approaches or crosses an extended coastline, such as that of Florida, a strong gradient current parallel with the coast will be produced by the piling of water against the coast; the sea-level may rise by as much as from 8 to 15 feet (2^m4 to 4^m6) on such an occasion.

Whether the storm is in the open ocean or not there is a rise of sea-level inwards to its centre which compensates for the reduction of atmospheric pressure. The extent of this rise is never great, from one to two feet (0^m3 to 0^m6) according to the intensity of the storm; it produces no current so long as the storm is not changing in intensity. If the storm meets the coast, however, the accumulation of water at its centre will enhance the rise of sea level at the coast mentioned above and so produce a stronger gradient current along the coast.

Page 16.—Lines 1-19: *Delete.*

Page 25.—Lines 34-55: *Delete.*
Delete the diagram facing this page.

Page 26.—*Delete* the page.

Page 27.—Lines 1-3: *Delete.*

After line 14 *insert* :—

It was reported, in 1939, that, in the vicinity of the Shantung promontory, the tidal streams are considerably affected, during the months of June, July and August, by the flood waters from the various rivers flowing into the Gulf of Pohai.

From a position off Weihaiwei until well through Pohai strait it was observed that the west-going stream fails to make, while the east-going stream is increased in rate and duration, up to 3½ knots, for long periods.

After line 23 *insert* :—

ABNORMAL MAGNETIC VARIATION.—Abnormal magnetic variation has been reported in the following localities :—

In the vicinity of Kahei sho; around the Shantung peninsula; in the Gulf of Pohai; northward of Shūshi guntō; on either side of Keichi tō and in Gyūji suidō; in the vicinity of Shō-Enhei tō; and in the vicinity of Kaiyō tō. For details *see* the body of this volume.

Page 33.—Lines 34-35: *For* “two black balls disposed vertically” *read* “one black cross”

Page 34.—Line 15: *For* “Kīrunkō” *read* “Kīrun kō”

Page 39.—Line 10: *After* “telephony” *insert* “, as prescribed in the Admiralty List of Radio Signals”

After line 36 *insert* :—

If an aircraft is in difficulties which compel her to land, but is not in need of immediate assistance, she will fire a succession of *white* pyrotechnic lights, or, at night, if not in possession of pyrotechnic

Page 39 continued.

lights, she will make a succession of short flashes with her navigation lights.

Page 40.—Line 5: After "Swatow" insert "Wenchow, Chefoo"

Lines 7 and 9: After "All ports" insert ", except Shanghai"

After line 9 insert:—

Flag W.	Doctor wanted.	Shanghai.
Flag W over a black ball.	Doctor urgently required.	Shanghai.
Flags DV.	Have sprung a leak; fire- float required for pumping.	Shanghai.

After line 10 insert:—

At night, at Shanghai, three *red* lights, vertically disposed, indicate fire on board; the lights to be hoisted and lowered continuously and accompanied by a succession of *long* blasts on the whistle.

Line 11: Below "Flags ST" insert:—

At night, at Shanghai, a *white* light between two *red* lights, disposed vertically. In addition, a *blue* light may be fired.

Line 12: After "Swatow," insert "Wenchow,"

After line 13 insert:—

FIRING DANGER AREAS.—Firing and bombing practices take place in a great number of areas off the coasts of the United Kingdom, Northern Ireland and Eire, and the number of areas in the waters of Commonwealth, Dominion, Colonial and Foreign Governments has recently increased.

In future, and in view of the responsibility of range authorities for avoiding accidents, limits of practice areas will not be shown on charts and descriptions of areas will not appear in the Sailing Directions. Such range beacons, lights and marking buoys as may be of assistance to the Mariner, or targets which might be a danger to navigation, will, however, be shown on charts and mentioned in Sailing Directions.

Lights will be mentioned in the Admiralty Lists of Lights

The principal types of practices carried out are:

(a) *Bombing practice from aircraft.*

Warning signals are usually shown.

(b) *Air to air, and air to sea or ground firing.*

The former is carried out by aircraft at a large white or red sleeve or flag towed by another aircraft moving on a steady course. The latter is carried out from aircraft at towed or stationary targets on sea or land, the firing taking place to seaward in the case of those on land.

As a general rule, warning signals are shown when the targets are stationary, but not when towed targets are used.

(c) *Anti-aircraft firing.*

This may be from anti-aircraft guns or machine guns at a target towed by aircraft as in (b) above, or at balloons or kites. Practice may take place from shore batteries or ships.

Warning signals are as a rule shown from shore batteries but not from ships.

(d) *Firing from shore batteries or ships at sea at fixed or floating targets.*

Warning signals are usually shown as in (c).

Warning signals, when given, usually consist of red flags by day and *red fixed* or *red flashing* lights at night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not

Page 40 continued.

exist. Warning signals are shown from shortly before practice commences until it ceases.

Caution.—A vessel may be aware of the existence of a practice area from Local Notices to Mariners or similar method of promulgation and by observing the warning signals or the practice.

She should, whenever possible, avoid passing through an area while practice is in progress, but, if compelled to do so, should endeavour to clear it at the earliest possible moment.

If during anti-aircraft, air to air, sea or ground firing practice, projectiles or splinters are observed to be falling near a vessel, she should maintain her course and speed and all persons on board should take cover. Every practicable precaution, however, will be taken by the Authority in charge of the practice to avoid the risk of damage from falling shell splinters, bullets, etc., to vessels and all on board them within the area.

The foregoing provisions will be applied generally to firing danger areas established, or to be established, in the waters of Commonwealth, Dominion, Colonial and Foreign Governments.

Page 42.—Lines 29-39 : *Delete and substitute :—*

In 1947, pilotage was compulsory for all vessels, including warships, at all ports in Formosa and at Tientsin.

RADIO STATIONS.—Coastal radio stations in the area covered by this volume, which are open for public correspondence, are established at the following places :—

China.—Foochow. Shanghai. Tsing tao. Weihaiwei. Taku. Tientsin. Peiping. Chefoo.

Formosa.—Tainan. Kirun (Keelung in List). Karenkō (Hwalien-kong in List).

Gulf of Liaotung.—Yingkow (Yinkow in List).

Line 40 : *For " Bureau " read " General Secretariat "*

Lines 42-45 : *Delete.*

Line 46 : *For " W/T " read " radio "*

Line 48 : *For " Wireless " read " Radio "*

Page 43.—*After line 7 insert :—*

MEASURED DISTANCES.—There are measured distances at Ryojun kō and in the Yangtze kiang estuary.

Lines 22-27 : *Delete and substitute :—*

STANDARD AND SUMMER TIMES.—All information regarding Standard and Summer times will be found in the Admiralty List of Radio Signals, Vol. II.

Line 32 : *Before " these " insert " passing vessels which are about to enter a harbour area should do the same ; "*

Line 34 : *After " master " insert " , or, in the case of passing vessels, until the vessel has passed out of the harbour area "*

Lines 35 and 41 : *After " to the " insert " Captain of the Port or "*

Line 52 : *Add :—*The Harbour master will always wear uniform.

Page 44.—Line 5 : *Delete and substitute :—*

" Captain of the Port or the Harbour master."

Line 28 : *For " storm " read " typhoon "*

Page 45.—Line 12: *Add* “ on arriving outside the limits of the port,”

Page 46.—Line 3: *After* “ **Formosa.**—” *insert* :—

Pilotage.—In 1947, pilotage was compulsory for all vessels, including warships, at all ports in Formosa.

Page 49.—Line 33: *Delete* “ **Naval** ”

Page 50.—Lines 25-26: *Delete and substitute* :—

“is in force, if there have been no such cases on board, but the captain and medical officer of such vessels must report, in writing, to that effect, to the quarantine official.”

Page 51.—Line 52: *After* “ anchorage ” *insert* “ or navigation ”

Page 52.—Lines 8-30: *Delete and substitute* :—

“ports. In such cases vessels should communicate by radio with the local authority as soon as possible, stating the necessity for entering and requesting instructions. No vessel is permitted to cross the outer limits of a Naval port until authorised to do so.

If not fitted with radio, vessels should endeavour to get in touch by other means.

The above instructions do not apply to Ryojun kō, which merchant vessels may enter in daytime only.

See, also, regulations on page 46 for these ports.

With regard to waters other than those referred to, mariners are warned that foreign vessels may not anchor anywhere and, in many areas, may not pass within three miles of the coast except under stress of weather or *force majeure*. If, however, a vessel is forced to pass through or to anchor in such waters, the local authorities should be communicated with without delay and instructions requested. The places in which vessels are not permitted to pass within three miles of the coast are numerous and vessels are consequently advised to remain outside these limits unless approaching an open port.”

Lines 33-38: *Delete and substitute* :—

Air lights.—Mariners are warned that lights (with definite characteristics), which are not ordinary navigational aids, may be exhibited for the use of aircraft from structures near the coasts described in this volume.

These lights are often of great luminous power and altitude and may be the first lights or looms of lights sighted when making a landfall at night; they normally have the following characteristics :—

- (a) *Flashing white* (revolving beam type). These lights are usually screened from seaward, but their looms may be visible.
- or (b) *Alternating flashing white and green* (revolving beam type).
- or (c) *Flashing two letter groups* in the Morse code, in *red* or *green*. Although the groups made by these lights may have definite meanings in the International Code of Signals, their signification is to be disregarded; the fact that they are *red* or *green* in colour, and flash with mechanical regularity, should prevent their being mistaken for signals from shore signal stations or ships.

Page 52 continued.

Air lights which appear likely to be visible from seaward will be shown on charts and described in the Admiralty Lists of Lights. As they are subject to changes of which prompt notification to the mariner may not always be possible, care should be taken that they are not confused with marine navigational aids.

Line 51: *Delete and substitute:—*

“surface. Her position may sometimes be indicated by red-and-white or red-and-yellow buoys or floats which tow on the surface close astern.”

Page 53.—*After line 53 insert:—*

Caution against anchoring in the vicinity of submarine cables.—Cautionary notes appear on many charts, calling attention to areas in which there are submarine cables; these areas are indicated on the charts by pecked lines. Every care should be taken to avoid anchoring in such areas, even though there may be no specific prohibition against doing so, in view of the serious interference with communications which results from damage to submarine cables. Equal care should be taken wherever the symbol for a submarine cable (a wavy line) is shown on a chart.

Danger involved in cutting submarine cables to clear anchors or fishing gear.—In the event of any vessel fouling a submarine cable, every effort should be made to clear the anchor or gear by normal methods; should these efforts fail, the anchor or gear should be slipped and abandoned *without attempting to cut the cable*. **High voltages are, or may be, fed into certain submarine cables; serious risk exists of loss of life due to electric shock, or at least of severe burns, if any attempt to cut the cable is made.** No claim in respect of injury or damage sustained through such interference with a submarine cable will be entertained.

Compensation for anchors or fishing gear sacrificed in order to avoid injuring a submarine cable can be claimed under the Submarine Telegraph Act, 1885 (Schedule of Submarine Telegraphs Convention, Article VII).

Page 56.—Line 2: *For “Wilshore” read “Wilshere”*

Page 59.—Line 2: *After “dangers.—” insert “Beacon.—Light-buoy.—”*

Line 28: *For “of 2½ fathoms (4m1)” read “, in 1947, of about 10 feet (3m0)”*

Line 31: *After “inlet” insert “; the rocks are marked by a red steel framework beacon”*

Line 35: *After “bank.” insert:—*In 1947 the sandy spit about 2½ cables westward of Fort point was reported to have extended in a north-north-westerly direction about 8 cables farther than is shown on the chart, drying in places; the western side of the northern end was then marked by a small white buoy exhibiting a *white fixed* light.

Line 40: *For “Tai sami” read “Swabue (Tai sami)”*

After line 42 insert:—

To enter, a vessel should pass about 2 cables southward of Anlan rocks beacon and a similar distance northward of the light-buoy; strangers are advised to employ a pilot.

Page 60.—Lines 22-23: *Delete* "160" to "height," and *substitute* :—

"112 feet (34^m2), from a steel framework structure"

Page 63.—Lines 26-27: *Delete* "on the" to "another pagoda"

Line 27: *After* "northward" *insert* "of the eastern entrance point"

Line 37: *For* "on" *read* "about 2 miles northward of"

Line 38: *For* "338°" *read* "about 348°"

Page 64.—*After* line 11 *insert* :—

It was reported, in 1939, that the remarkable square stone was difficult to identify.

Lines 13-16: *Delete and substitute* :—

"145 feet (44^m2), from a steel framework tower about three-quarters of a mile eastward of Breaker point."

Line 17: *After* "is" *insert* "occasionally"

Page 65.—Line 27: *Delete* "Good" to "chiao" and *substitute* "Piao chiao or Good Hope cape"

Line 30: *Delete* "or High Cape summit"

Lines 36 and 39: *For* "Good Hope cape" *read* "Piao chiao"

Line 37: *For* "made" *read* "occasionally sounded"

Line 38: *Delete* "or Tower point"

Line 39: *Delete* "or Signal hill"

Line 42: *Delete* "or Peaked rock"

Page 66.—Line 3: *Delete* "or Williams rocks"

Lines 4-5, 9 and 20: *For* "Good Hope cape" *read* "Piao chiao"

Line 8: *Delete* "or Green islet"

Line 13: *Delete* "or Bill islet"

Line 17: *Delete* "or Phillips rock"

Line 22: *Delete* "or Dove rock"

Lines 33 and 35: *Delete* "or Joachim"

Line 37: *After* "water," *insert* "with an obstruction about 2 cables north-north-eastward of it,"

Line 38: *For* "nearly" *read* "about"

Line 47: *Delete* "or Sugarloaf island"

Line 48: *Delete* "Ta hao" to "point)" and *substitute* "Tahao tsui"

Page 67.—Lines 2-5: *Delete* "In 1937" to chart.

Line 6: *Delete* "or Sugarloaf island"

Line 15: *Delete* "or Double island"

Line 20: *Delete* "or Guelph rocks"

Line 24: *Delete* "or Fisherman island"

Line 26: *Delete* "or Kinaldi islet"

Line 28: *Delete* "or Sugarloaf"

Lines 39-41: *Delete* "; on" to "rock" and *substitute* :—
". Fu yin chao"

Line 43: *For* "1½ fathoms (2^m3)" *read* "3 fathoms (5^m5)"

Line 46: *Add* :—This channel was reported, in 1941, to have silted up and is not navigable.

Lines 47-49: *Delete and substitute* :—

Nei sha, with depths of 3 fathoms (5^m5), or less, over it, extends into

Page 67 continued.

the channel from the northern shore about $1\frac{1}{2}$ miles west-north-westward of Mu Yu, thus narrowing the fairway to a width of about 3 cables between it and a similar bank extending from the southern shore.

Page 68.—Line 10: *After "Lu Yu" insert " , the front light from a white mast surmounted by a triangle, the rear light from a white mast surmounted by a triangle point down "*

Lines 13-14: *Delete " (Kakchio promontory) "*

Line 17: *Delete " or Mount Beatty "*

Line 18: *Delete " (Kakchio point) "*

Line 24: *Delete " a light " to " of the " and substitute " there is a pier, suitable for use by boats at all states of the tide, about a cable westward of the Consulate "*

Line 30: *Delete " or Bottefurh's rock "*

Line 33: *For " mile " read " cable "*

Lines 35-36: *Delete " or Cheuto rock "*

Line 38: *Delete " or Madras rock "*

Line 42: *Delete " (Gochang rock) "*

Line 43: *Delete " (Gochang point) "*

Page 69.—Line 19: *For " situated on Mu Yu " read " at Swatow. Pilotage is compulsory "*

Lines 23-24: *Delete " previous " to " arrival " and substitute :— " 24 hours notice, preferably by radio, of arrival. Pilotage is not undertaken between 1700 and 0700 "*

Line 24: _____

Line 34: *For " 4 " read " $7\frac{1}{2}$ "*

After line 37 insert :—

In order that Customs formalities may be carried out in daylight, vessels may not enter the port of Swatow between the hours of 1700 and 0700. During bad weather, however, vessels may enter the port at night for shelter, but must anchor well eastward of the meridian of the Old Fort.

Page 70.—Lines 4-8: *Delete " two " to " 14 " and substitute :— " several numbered mooring buoys off Swatow, the positions of which can best be seen on the chart "* _____

Line 21: *Delete " Lights.—"*

Lines 26-31: *Delete.*

Line 43: *For " Good Hope cape " read " Piao chiao "*

Lines 50-51: *Delete " and the " to " south-eastward "*

Lines 52-54: *Delete " Continue " to the end of the page.*

Page 71.—Line 2: *Delete " which " to " harbour."*

Lines 5-12: *Delete.*

Line 14: *After " received " insert " from the Zikawei Observatory, Shanghai, and "*

Line 15: *Delete " signalled and are "*

Lines 16-20: *Delete " One " to the end of the paragraph.*

After line 42 insert :—

All loading and unloading must, according to the port regulations, be done by lighters.

Lines 48-49: *Delete " 1935 " to " tons " and substitute :— " 1937, a total of 1,528 steam vessels, with an aggregate of 2,462,385 tons "*

Page 72.—Line 27 : *Delete “ Fog signal.—”*

Lines 28-31 : *Delete and substitute :—*

“ 242 feet (73^m8), on the summit of High Lamock island.”

Page 75.—*After line 21 insert :—*

A 21-foot (6^m4) shoal lies about 4½ miles eastward of East point.

Page 79.—Line 2 : *For “ Tongsang ” read “ Tung shan (Tong-sang) ”*

Lines 3, 45 and 49 : *For “ Tongsang ” read “ Tung shan ”*

Line 13 : *Delete “ with three pagodas on it,”*

Line 27 : *After “ islands ” insert “ ; a cairn stands on the eastern summit of the middle island ”*

After line 46 insert :—

In 1945, H.M.S. *Wager*, with a draught of 16½ feet (5^m0), found anchorage, in a depth of about 14 fathoms (25^m6), with Full peak bearing 046° and the northern extremity of the northern Mid island bearing 313°.

Page 80.—Line 12 : *For “ Tongsang ” read “ Tung shan ”*

Page 84.—Line 27 : *After “ is ” insert “ occasionally ”*

Page 85.—*After line 7 insert :—*

Pilotage.—In 1947 pilotage was compulsory. Pilots board incoming vessels in the outer harbour when they display the customary signal. Vessels were not at that date taken in at night.

Line 37 : *After “ village.” insert :—*An obstruction was reported, in 1946, about 6 cables east-south-eastward of the northern extremity of the island and about 1½ cables offshore.

Page 86.—Line 3 : *For “ 86 ” read “ 100 ”*

Line 41 : *After “ island.—” insert “ Buoy.—”*

Line 52 : *Add :—*A conical buoy, No. 6, painted in black and red horizontal bands, is moored off the western edge of these rocks.

Line 53 : *After “ Dangers.—” insert “ Buoyage.—”*

Page 87.—*After line 5 insert :—*

A conical buoy, No. 1, is moored on the western side of the entrance channel about 1½ miles west-south-westward of Fort point.

After line 15 insert :—

A conical buoy, No. 2, is moored on the western side of the port about 1½ miles northward of Fort point.

Line 23 : *For “ 87 ” read “ 100 ”*

Line 49 : *After “ is ” insert “ occasionally ”*

Page 88.—Line 20 : *After “ island ” insert “ an obstruction was reported, in 1946, about midway between this rock and the eastern extremity of the island ”*

Page 89.—Line 32 : *After “ Buoy.—” insert “ Light.—”*

Line 49 : *For “ off the eastern side ” read “ about half a cable south-south-eastward ”*

Page 89 continued.

After line 52 insert:—

No. 2 light is exhibited, at an elevation of 25 feet (7^m6), from a mast on the western side of Amoy island, about 9 miles eastward of Hsiao-yin-tou (page 90).

Page 92.—Line 21: For “three-quarters” read “a quarter”

Line 22: For “the same distance” read “three-quarters of a cable”

Lines 41-42: _____

Page 93.—Lines 3-4: _____

Lines 14-15: Delete “buoy” to “Nei-tu-wei.” and substitute:—
“red conical buoy, with a red topmark, is moored off the eastern side of the northern end of Nei-sha-shih.”

Line 28: After “**Lights.**—” insert:—No. 1 light is exhibited, at an elevation of 159 feet (48^m5), from a mast at the signal station on the south-eastern side of Kulangseu island.

Line 36: For “north-eastward” read “north-westward”

Lines 50-54: Delete and substitute:—

There are numerous mooring berths in the inner harbour, the positions of which can best be seen on the chart where they are indicated by a letter, or a letter and a number, within a circle, thus:—

(V) or (P₂).

Page 94.—Line 3: For “westward” read “south-westward”

Line 6: For “N and J buoys” read “a position about 1½ cables west-north-westward of the Tongwen Institute and Ling Tan jetty, about 3 cables south-westward”

Line 7: Add:—Anchoring is prohibited in the vicinity of the cables, see page 53. •

Page 98.—Line 18: For “1935” read “1937”

Line 25: Delete.

Line 29: After “telegraph” insert “and telephone”

Line 34: Delete and substitute:—

“In 1937, a total of 894 steam vessels, with an aggregate of 1,919,294 tons”

Page 99.—Line 23: After “**Light.**—” insert “**Fog signal.**—”

Lines 33-36: Delete and substitute:—

A light is exhibited, at an elevation of 90 feet (27^m4), on the summit of Dodd island. A fog signal is occasionally sounded from the light-house.

Lines 38-39: Delete “Dodd” to “and”

Page 102.—Line 6: After “**harbour.**—” insert “**Dangers.**—”

Line 41: After “appearance.” insert:—A rock with a depth of less than 6 feet (1^m8) over it, the position of which is approximate, was reported, in 1939, about 1½ miles southward of Passage island.

Page 105.—Line 34: Delete.

Page 107.—Line 18: *For "1 $\frac{1}{4}$ " read "1 $\frac{1}{2}$ "*

Page 110.—Line 48: *After "part." insert:—*Middle islet, with a rock awash close southward of it, lies about 1 $\frac{1}{2}$ miles northward of Clam islet.

After line 52 insert:—

The Brothers, two islands on the south-western side of the sound, lie about 6 $\frac{1}{2}$ miles west-north-westward of Knob islet. A pyramidal stone beacon stands about 1 $\frac{1}{2}$ miles south-eastward of the eastern Brother.

Pagoda islet lies in the entrance to the Hunghwa river about 5 miles west-north-westward of the western Brother.

A high conical peak and a double peak, both conspicuous, are situated on the mainland about 9 $\frac{1}{4}$ miles west-south-westward and 4 $\frac{1}{2}$ miles southward, respectively, of Pagoda islet.

A vessel of moderate draught and having a length of not more than about 250 feet (76^m2) can, with local knowledge, proceed, at high water, up the Hunghwa river as far as Hunghwa village; owing to the restricted swinging room, the vessel should moor abreast of the village. A pilot is available.

Page 120.—Line 45: *After "north-westward." insert:—*A rock, with a depth of 3 $\frac{1}{2}$ fathoms (6^m4) over it, the position of which is approximate, lies about 1 $\frac{1}{2}$ miles westward of Channel rock.

Page 121.—Lines 14-15: *Delete "257" to "situated" and substitute:—*

"234 feet (71^m3)"

Line 16: *Delete "A fog" to "lighthouse."*

After line 20 insert:—

A rock, the position of which is approximate and which has not been examined, was reported, in 1939, about 2 miles north-north-westward of Turnabout island light. It is possible that this is the rock struck by the s.s. *Sundra*, in 1875, which rock was unsuccessfully searched for, in 1877.

Lines 48-49: *Delete "(Sand Peak point)"*

After line 49 insert:—

A cluster of islets and rocks, the highest 90 feet (27^m4) high, lies about half a mile northward of Niu to, and Mah shan, 100 feet (30^m5) high, lies close inshore about 1 $\frac{1}{2}$ miles northward of the same point.

Line 53: *Delete "(Black head)"*

Page 122.—Line 2: *Delete "Nan" to "chiang)" and substitute "Chushan, 84 feet (25^m6) high, lies close inshore westward of Pu chiao. Nanwufu chiao"*

Line 5: *Delete "fen" to "1 $\frac{1}{2}$ " and substitute "feng, 643 feet (196^m0) high, lies about 1 $\frac{1}{2}$ "*

Line 8: *For "Mei Nua (Mei wa)" read "Meihua"*

Line 54: *Delete "(Pai kuen)"*

Page 123.—Lines 2 and 5: *For "tau" read "tao"*

Line 4: *After "rocky" insert ", 211 feet (64^m3) high"*

Line 5: *Delete "(Tung kuen)"*

Line 6: *After "rocky" insert ", 384 feet (117^m0) high"*

Page 123 continued.

Line 11: *After "chuan." insert*:—A 5-fathom (9^{m1}) patch lies close northward of this reef. A reef, which dries 12 feet (3^{m7}), lies about one cable north-eastward of the north-eastern extremity of Tung chuan.

Line 16: *For " (Si niu au) " read " , 49 feet (14^{m9}) high,"*

Line 17: *After " rock " insert " , 25 feet (7^{m6}) high,"*

Lines 19-20: *Delete and substitute*:—

"all directions. A 13-foot (4^{m0}) and an 18-foot (5^{m5}) patch lie about 9 and 11 cables south-south-westward of Hsi niu yu; the shoals lie near the western edge of the coastal bank extending westward from the western side of Tung chuan."

Line 21: *Delete " (Tung sha) "*

Lines 29-30: *Delete " 5 " to " mile " and substitute*:—

"6 fathoms (11^{m0}) over it, extends about 2½ miles"

Lines 31-32: *Delete " within " to " chuan " and substitute*:—
"close westward of the sandy spit"

Line 35: *After " is " insert " occasionally "*

Line 46: *Delete " (Hebe rock) "*

Line 54: *Delete " (Sea Dog) "*

Page 124.—Line 5: *Delete " (Pup) "*

Line 7: *Delete " (Sea Cat) "*

Line 15: *Delete " (Norman Court rocks) "*

Line 17: *Delete " (Flat rock) "*

Line 21: *Delete " (Wu an) "*

Line 24: *Delete " (Pirie bay) "*

Line 27: *For " A " read " Hsi shih, a "*

Lines 28-29: *Delete " (Hamelin point) "*

Lines 35-36: *Delete " (Bayard point) "*

Line 38: *Add*:—Fishing stakes may also be met with off the southern side of Matsu, as indicated on the chart.

Line 40: *Delete " (Tang ki) "*

Line 41: *Delete " (Pirie rock) "*

Line 44: *Delete " (Swallow rock) "*

Line 46: *Delete " (Magpie rock) "*

Line 49: *Delete " (Kia lai) "*

Lines 50-51: *For " (Chung she) " read " , 102 feet (31^{m1}) high,"*

Page 125.—Line 7: *For " tau " read " tao "*

Page 126.—Line 32: *After " is " insert " occasionally "*

Line 37: *Delete " (Wufu) "*

Lines 38 and 43: *Delete " (Woga) "*

Line 53: *For " 1935 " read " 1949 "*

Page 127.—Line 2: *For " 14 feet (4^{m3}) " read " about 12 feet (3^{m7}) "*

Line 3: *For " 10½ feet (3^{m2}) " read " about 11 feet (3^{m4}) "*

Lines 21-28: *Delete and substitute*:—

Pilots.—The pilot boat waits at anchor eastward of No. III, or Inner, buoy. The senior pilots will, however, board deep draught vessels eastward of Entrance buoy, if notified in advance. A motor sampan, painted yellow, is used for this purpose. All pilots are Chinese and, since the beginning of 1948, have been licensed by the National

Page 127 continued.

Pilotage and Navigation Bureau. There are thirteen pilots for the Min kiang, three of whom are licensed for deep draught vessels.

Line 52: *Delete* " (Outer Min reef) "

Page 128.—Line 6: *Delete* " (Bisbee rock) "

Line 9: *For* " white " *read* " black "

Line 14: *After* " leads " *insert* " about half a mile "

Line 15: *For* " over the position " *read* " northward "

Line 16: *Delete* " (Aymar rock) "

Line 18: *After* " chequered " *insert* " can "

Line 21: *Delete* " (Europe rocks) "

Line 23: *For* " (1^m3) " *read* " (1^m2) "

Line 25: *Add*:—A red conical buoy is shown on the chart about 4½ cables north-north-westward of the western 4-foot (1^m2) head.

Lines 31 and 42: *For* " buoy " *read* " conical buoy "

Line 35: *Delete* " (Rees rock) "

Line 38: *For* " buoy " *read* " conical buoy, marked III in white on its sides, "

Line 40: *Delete* " (Eme rock) "

Line 49: *Delete* " (Square peak) "

Line 52: *Delete* " (East Brother) "

Line 54: *Delete* " (West Brother) "

Page 129.—Line 4: *Delete* " (Wild Duck rock) "

Line 7: *Delete* " (Zephyr rock) "

Line 12: *For* " 1½ fathoms (3^m2) " *read* " 2 fathoms (3^m7) "

Lines 14-16: *Delete* " Temple " to " wide. " and *substitute* :—

" a stone barrier extends south-south-westward from Temple point, on the northern side of the channel; a red conical buoy is moored a short distance southward of the extremity of the barrier, leaving a passage about 400 feet (121^m9) wide between it and the black buoy marking the northern end of the stone barrier extending from Yeh ya shih. "

Line 17: *For* " *Kinpai pass* " *read* " *Chinpai Men* "

Line 18: *Delete* " (Salamis islet) "

Line 19: *Delete* " (Pass islet) "

Line 21: *Delete* " (Oriental rock) "

Lines 22-23: *Delete* " , and is " to " height "

Line 25: *Delete* " beacon " to " pass) " and *substitute* " rock. Chinpai men "

Line 35: *Delete* and *substitute* :—

" Chinpai sha, which dries near its eastern end, "

Line 41: *Delete* " truncated "

Line 44: *For* " Shih sui (Rocky head) " *read* " Shih tsui "

Line 46: *Delete* " (Wedge islet) "

Lines 50-52: *Delete* " shoal ; " to " rock) " and *substitute* :—" shoal. Talu chiao "

Page 130.—Line 2: *Delete* " (Stevens point) "

Lines 5-6: *Delete* " and " to " daymark, "

Line 7: *For* " one cable " *read* " 1½ cables "

Line 11: *Delete* " (Mingan pass) "

Line 15: *Delete* " (Mingan) "

Line 16: *Delete* " (Couding islet) "

Line 18: *Delete* " (Scout rock) "

Page 130 continued.

Line 22: *Delete and substitute :—*

Chart 166, plan of Ma wei anchorage and approaches.

Line 23: *Delete* " (Taseu) "

Line 25: *Delete* " ; a red " to " summit "

Line 27: *Delete* " (Hurst rock) "

Lines 29-30: *Delete* " Ta yu " to " rock " and *substitute :—*
" Ta yu. Niu chiao "

Lines 32-36: *Delete* " a red ; " to " islet " and *substitute :—*
" a black can buoy marks the north-western side of this patch and the channel lies westward of this buoy ; a stone barrier has been constructed from the eastern side of the patch to the south-western side of Ta yu. Hsiao yu "

Line 39: *Delete* " (Watters rock) "

Lines 41-42: *Delete* " ; a white " to " rock "

Lines 52-53: *Delete* " A red " to " beacon." and *substitute :—*

A red can buoy surmounted by a triangle, is moored off the eastern side of this bank about 7 cables south-westward of Niu chiao ; a similar buoy, named Chingchow, is moored about 2 cables west-north westward of Kiang hsi chiao.

Page 131.—Line 1: *Delete and substitute :—*

Chart 166, plan of Ma wei anchorage and approaches.

Line 4: *Delete* " (Pagoda rock) "

Line 6: *For* " a quarter of " *read* " half "

Line 11: *For* " Ma wei (Mamoi) " *read* " Ma hsien "

Lines 14-15: *Delete* " Ta " to " (3rd4) " and *substitute :—*

" About 3 cables northward of Ma hsien is Ma wei, where there is a Naval yard. Ta ma chiao, a pinnacle which covers at high water "

Line 23: *Delete* " (Pagoda anchorage) "

Lines 29-50: *Delete* " At the " to " berths." and *substitute :—*

Vessels moor within 2 cables of the south-eastern shore, berths being allotted by the harbour authorities. In 1948 the berths were numbered 1 to 10 and were marked by large numerals painted on the foreshore to indicate where the vessel's stem should be when middled. The holding ground is not good and the tidal streams run strongly.

Lines 32-33: _____

Line 41: _____

Lines 42-43: _____

Page 132.—Line 1: *Delete and substitute :—*

Chart 166, plan of Ma wei anchorage and approaches.

Line 13: *After* " particularly " *insert* " in the passage between the stone barriers at Temple point (page 129), "

Page 133.—Lines 38-39: *Delete* " the latest " to " 1933 " and *substitute :—*

" information received in 1933, 1948 and 1949 "

Lines 43-45: *Delete* " marking Temple " to " 119° 38' E)." and *substitute :—*

" and the black buoy marking the passage between the stone barriers extending from the northern and southern sides of the channel at Temple point and Yeh ya shih (page 129), care being taken to avoid

Page 133 continued.

Hsi feng shih (Lat. 26° 08' N., Long. 119° 38' E.); great caution is necessary when passing between the barriers as the tidal streams run very strongly through it, up to 6 knots; if the vessel is not quick in turning westward there is danger of being set on to the mud banks on the northern side of the river which were reported, in 1948, to extend farther than shown on the chart, due to silting caused by the northern barrier; the vessel should therefore keep the southern buoy aboard."

Page 134.—Line 6: *Delete and substitute:—*

Chart 166, plan of Ma wei anchorage and approaches.

Line 8: _____

Line 9: _____

Lines 9-10: *Delete and substitute:—*

"and then steer south-south-westward towards Kiang hsi chiaio, passing south-eastward of the two red can buoys moored off the eastern side of the bank extending from the western side of the river. After "

After line 17 insert:—

Boiler water is obtainable.

Lines 22-23: *Delete.*

Line 26: *Delete and substitute:—*

Chart 166, Ma wei to Foochow, and plan of Nan Tai anchorage.

Page 135.—Line 38: *After "island." insert:—*A radar reflector and two radio masts stand close southward of the settlement. A clump of three trees stands on the southern side of the island about half a mile from the eastern end and forms a good mark.

There is a concrete jetty, about 60 feet (18^m3) long, on the north-eastern side of the island; in 1949 it had a depth of about 6 feet (1^m8) at high water alongside its outer end, but its southern side was fouled by a wreck. On the southern side of the eastern end of the island is a small wooden pier.

Page 136.—Line 10: *Delete "believed to be"*

After line 17 insert:—

There is an emergency landing ground for aircraft about 1½ miles east-north-eastward of the south-eastern extremity of the island; it is about a mile long, 7 cables wide and the north-western and south-eastern sides are each marked by five spar buoys.

After line 22 insert:—

Off-lying shoal.—A shoal, with a depth of 5 fathoms (9^m1) over it, which has not been examined, lies outside the 100-fathom (182^m9) line about 2¼ miles south-westward of the western extremity of Pratas island.

Line 23: *After "Anchorages.—" insert "Buoy.—"*

After line 30 insert:—

In December 1949 a can buoy surmounted by a flag was moored nearly 1¼ miles south-south-westward of the western extremity of the island and a quarter of a mile within the western edge of the reef.

Line 49: *After "breakers." insert:—*Ripples have been observed, in a position about 22 miles northward of Pratas reef.

Page 137.—Line 5: *After "Breakers" insert "and discoloured water"*

Page 137 continued.

After line 7 insert :—

Discoloured water, the position of which is approximate, was, in 1941, reported in a position about 25 miles south-eastward of Pratas island.

Discoloured water was reported, in 1945, about 23 miles eastward of the middle of the eastern side of Pratas reef.

After line 36 insert :—

The population of the islands was reported, in 1947, to be 70,000.

After line 44 insert :—

Dangerous area.—See page 143.

Line 45: *After* “ sho.—” *insert* “ **Light.**—”

Page 138.—*After line 14 insert :—*

A light is exhibited, at an elevation of 133 feet (40^m5), from a circular concrete tower, 23 feet (7^m0) in height, on Karō shi. In 1946 this light was reported to have been destroyed.

Line 27: *After* “ **Ka sho.**—” *insert* “ **Light.**—”

Lines 29-30: *For* “ 164 feet (50^m0) ” *read* “ 175 feet (53^m3) ”

After line 39 insert :—

A light is exhibited, at an elevation of 212 feet (64^m6), from a white circular concrete structure, 33 feet (10^m1) in height, on the summit near the south-western extremity of the island.

Page 139.—Lines 45-46: *Delete* “ 177 feet.” to “ (7^m0) ” and *substitute* :—

“ 220 feet (67^m1), from a white circular concrete tower with black bands, 66 feet (20^m1) ”

Page 142.—Lines 14-15: *Delete.*

Lines 23-25: *Delete* “ 77 ” to “ bands ” and *substitute* :—

“ 78 feet (23^m8), from a white octagonal brick tower with black vertical stripes, 39 feet (11^m9) in height ”

Line 25: _____

Lines 34-35: *Delete* “ , and ” to “ 333° ”

Page 143.—*After line 42 insert :—*

Kōmon beacon, a black beacon surmounted by a cylinder, stands 6 cables south-south-westward of Hakusa tō.

After line 50 insert :—

Dangerous area.—An area in the entrance to Hōko kō, indicated by pecked lines on the chart, will be dangerous due to mines until March 1952.

Line 52: *Delete and substitute :—*

“ 199 feet (60^m7), from a white circular tower, 28 feet (8^m5) in height,”

Line 53: *After* “ is ” *insert* “ occasionally ”

Page 144.—Lines 31-32: *Delete* “ 34 ” to “ (7^m6) ” and *substitute* :—

“ 51 feet (15^m5), from a red circular concrete structure, 42 feet (12^m8) ”

After line 53 insert :—

Dangerous area.—See page 143.

Page 148.—Line 21: _____

Lines 21-22: *Delete* “ 159 ” to “ (36^m6) ” and *substitute* :—

“ 164 feet (50^m0), from a circular iron tower, 134 feet (40^m8) ”

Page 148 continued.

After line 27 insert :—

Chart 1760.

Offlying banks.—*Saracen* bank, with a depth of 10 fathoms (18^m3) over it, reported in 1854, lies about 22 miles northward of Taikyo shō.

A bank, with a depth of 9 fathoms (16^m5) over it, was reported, in 1946, about 5½ miles southward of *Saracen* bank.

Two 10-fathom (18^m3) banks are shown on the chart about 9½ and 13 miles south-south-eastward of *Saracen* bank.

A 12-fathom (21^m9) bank was reported, in 1950, about 13 miles south-south-eastward of *Saracen* bank.

The soundings in the vicinity of the above banks are sparse and uneven.

Page 150.—Line 23: *Delete.*

Line 28: *After "changing." insert :—*A depth of 5 feet (1^m5) was reported, in 1938, about 1¾ miles eastward of Linao lighthouse.

Lines 34-35: *Delete "There" to "42."*

Line 53: *For "bay" read "bar"*

Page 151.—Line 9: *For "1,040 feet (317^m0)" read "940 feet (286^m5)"*

Line 26: *After "position." insert :—*A bank, with a depth of 8 fathoms (14^m6) over it, is shown on the chart about 2 miles eastward of the north-eastern point of Palau island.

Line 43: *For "3126" read "3545"*

Page 152.—Line 1: *For "3126" read "3545"*

Line 2: *For "2½ fathoms (4^m1)" read "13 feet (4^m0)"*

Line 52: *For "7 to 10 fathoms (12^m8)" read "5 to 10 fathoms (9^m1)"*

Line 53: *For "2" read "about 2½"*

Page 153.—Line 27: *For "3126" read "3545"*

Page 154.—Line 1: *For "3126" read "3545"*

Line 27: *For "Kamigin island.—Kamigin island" read "Camiguin island.—Camiguin (Kamigin) island"*

Lines 33 and 37: *For "Mount Kamigin" read "Mount Camiguin"*

Line 44: *For "Kamigin bank" read "Camiguin (Kamigin) bank"*

Line 46: *For "Kamigin island" read "Camiguin (Kamigin) island"*

Line 48: *For "3126" read "3545"*

Page 155.—Line 1: *For "3126" read "3545"*

Lines 2, 12, 14, 19 and 26: *For "Pamoktan island" read "Pamoctan island"*

Line 28: *For "Kamigin island" read "Camiguin island"*

Line 35: *For "Kamigin island" read "Camiguin (Kamigin) island"*

Page 156.—Line 14: *After "island" insert ", 479 feet (146^m0) high,"*

Lines 26-28: *Delete "A bank" to "northward" and substitute :—*
"Depths of 10 fathoms (18^m3), or less, extend about three-quarters of a mile northward and southward"

Page 156 continued.

Line 29: *Delete* " on it "

Line 32: *Delete* " , especially " to " surveyed "

Page 158.—Lines 37-38: *Delete* " There " to " 42."

Page 159.—*After* line 37 *insert* :—

Page 160.—*After* line 34 *insert* :—

Charts 3233 and 3804.

Line 37: *Delete* " 30 " to " (54^m9 " and *substitute* " 18 to 40 fathoms (32^m9 "

Line 46: *For* " northward " *read* " southward "

After line 46 *insert* :—

In 1947, a depth of 16 fathoms (29^m3) was reported northward of the bank and about $7\frac{1}{2}$ miles south-south-westward of Gadd rock.

Line 54: *Add* :—The breakers were not observed by a vessel, when in the vicinity, in 1940.

Page 161.—Line 1: *Delete* and *substitute* :—

Charts 3232 and 3233.

Line 8: *For* " 178 feet (54^m2) " *read* " 179 feet (54^m6) "

Line 9: *Delete* " stone " to " (18^m0) " and *substitute* " iron tower, 72 feet (21^m9) "

Lines 10-11: *Delete.*

Line 16: *Delete* " (Taisanbō san) "

Line 21: *Delete* " (Taihanretsu) "

Line 28: *Delete* " (Sekigyūshi) "

Line 33: *Delete* " (Tairōko) "

Line 39: *For* " 3 fathoms (5^m5) " *read* " $2\frac{3}{4}$ fathoms (5^m0) "

Line 40: *Delete* " (Taihanretsu) "

After line 47 *insert* :—

Pilotage.—In 1947 pilotage was compulsory for all vessels, including warships, at all ports in Formosa.

Page 162.—Line 8: *Delete* and *substitute* :—

Pilotage.—In 1947 pilotage was compulsory for all vessels, including warships, at all ports in Formosa.

Chart 3232.

Line 17: *For* " 3 fathoms (5^m5) " *read* " $2\frac{3}{4}$ fathoms (5^m0) "

Line 22: *Delete* " (Taiheichō) "

Line 30: *Delete* " (Hyontsun) "

Page 163.—Line 1: *Delete* and *substitute* :—

Chart 3232.

Line 2: *After* " **Lights.**— " *insert* " **Beacons.**— "

Line 26: *For* " 45 feet (13^m7) " *read* " 43 feet (13^m1) "

Page 164.—Line 1: *Delete* and *substitute* :—

Chart 3232.

Line 6: *Delete* " (Panryō) "

Line 12: *For* " Rinpen " *read* " Rinpei "

Line 14: *Delete.*

Page 164 continued.

Line 15: For "**Light.**—Ryūkyū sho (Shōryūkyu tō)" read "**Lights.**—Ryūkyū sho"

Line 20: Add:—In 1947 the island was reported to lie about $1\frac{1}{4}$ miles north-westward of its charted position.

After line 32 insert:—

A small harbour, enclosed by three breakwaters, has been constructed on the north-eastern side of the island.

A light is exhibited, at an elevation of about 28 feet (8^m5), from a red circular concrete pillar, 23 feet (7^m0) in height, on the head of the north-western breakwater.

Line 35: _____

Page 165.—Line 1: Delete and substitute:—
Chart 3232.

Line 42: Delete.

Page 166.—Lines 7-8: Delete ", the outer" to "1936"

Line 15: Delete "**Buoys.**—"

Lines 15-16: For "190 feet (57^m9)" read "192 feet (58^m5)."

Lines 23-32: Delete and substitute:—

A single light, and two lights, disposed vertically, are exhibited a short distance north-westward and south-eastward, respectively, of the light just mentioned.

A single light and two pairs of lights, each pair disposed vertically, are exhibited on the southern side of the harbour entrance about half a cable north-north-westward, and half a cable and three-quarters of a cable east-north-eastward, respectively, of the light on Kigo yama.

A light is exhibited, at an elevation of 49 feet (14^m9), from a white circular concrete tower, 45 feet (13^m7) in height, on the head of the northern breakwater.

A light is exhibited, at an elevation of 49 feet (14^m9), from a red circular concrete tower, 43 feet (13^m1) in height, on the head of the southern breakwater.

Line 33: For "beacons" read "leading beacons"

Lines 35-38: Delete and substitute:—

Shoal.—A shoal, with depths of from $4\frac{1}{2}$ to $5\frac{1}{2}$ fathoms (8^m2 to 9^m6), lies with its centre about $4\frac{1}{4}$ cables west-south-westward of the light on the head of the southern breakwater.

Line 39: After "**harbour.**—" insert "**Shoal.**—**Light.**—**Buoyage.**—"

Lines 42-45: Delete "In 1936" to "cables." and substitute:—

In 1945 there were general depths of from 4 to 5 fathoms (7^m3 to 9^m1) in the fairway of the inner harbour for a distance of about $1\frac{1}{4}$ miles within the entrance.

A rock, with a depth of $2\frac{1}{4}$ fathoms (4^m1) over it, lies in the entrance to the inner harbour nearly a cable east-north-eastward of the main lighthouse on Kigo yama.

Line 48: After "(8^m2)." insert:—There are 6 berths, Nos. 11 to 16, alongside the wharves at the entrance to the Takao river, which flows into the last-mentioned basin.

After line 49 insert:—

A light is exhibited on the southern side of the inner harbour about 4 cables eastward of the light on Kigo yama.

The edges of the shoal banks extending from the northern and

Page 166 continued.

southern sides of the inner harbour are marked by conical buoys, the positions of which can best be seen on the chart.

Line 52 : *Add* :—There are also some basins for small craft on this side of the harbour.

Page 168.—Line 10 : *Delete and substitute* :—

Flag P below a black ball . . Secure at No. 16 berth at the quays

Page 169.—*After line 25 insert* :—

A white triangular flag denotes one foot (0^m3) below mean sea level.

A blue triangular flag denotes 5 inches (0^m1) below mean sea level.

A flag, white, red, white, horizontally disposed, denotes mean sea level.

After line 36 insert :—

Tidal stream signals are displayed from the signal station, as follows :—

A triangle over a ball.— west-going stream in harbour entrance

A ball over a triangle.— east-going " " "

A triangle.— slack water, high tide "

A ball.— " low "

A white flag with a red } weak stream in harbour entrance
diagonal stripe.— }

A flag divided diagonally into } strong stream in harbour entrance
two parts, white and red.— }

Page 170.—Line 17 : *Delete* " 1935 " to " 85,459 " and *substitute* " 1943 the population was about 82,000 "

Line 27 : *Delete and substitute* :—

Another rock, which dries 2 feet (0^m6), lies about a cable eastward of Ryder rock, and half a cable offshore.

Charts 3232 and 2409.

After line 36 insert :—

Chart 3232.

Line 37 : *Delete* " (Whaleback) "

Lines 39-40 : *Delete* " (Toakan soan) "

Line 43 : *Delete* " (Coast Table) "

After line 44 insert :—

Chart 2409.

Page 171.—Line 6 : *Add* " between two breakwaters, then "

Lines 17-18 : *Delete* " 77 " to " white " and *substitute* :—

" 78 feet (23^m8), from a "

Line 21 : *For* " 26 feet (7^m9) " *read* " 31 feet (9^m4) "

Line 24 : *For* " $2\frac{1}{4}$ miles west-north-westward " *read* " $1\frac{1}{2}$ miles westward "

After line 25 insert :—

Lights are exhibited, each at an elevation of 32 feet (9^m8), from white circular concrete structures, the northern white and the southern red, 37 feet (11^m3) in height, on the heads of the northern and southern breakwaters, respectively.

Line 41 : *Add* :—In 1943 the population of Tainan was about 110,000.

Line 45 : *After* " Coast.— " *insert* " **Light.**— "

Page 172.—After line 29 insert :—

Sobun light is exhibited, at an elevation of 63 feet (19^m2), from a white circular concrete tower with black stripes, 56 feet (17^m1) in height, near the southern end of the eastern side of Koryō. In 1946 this light was reported extinguished.

Page 173.—Lines 52-54: *Delete and substitute* :—

A light is exhibited, at an elevation of 70 feet (21^m3), from a white circular concrete structure, 69 feet (21^m0) in height, about 1½ miles eastward of the northern extremity of Gaisanchō su. In 1946 this light was reported destroyed.

Page 174.—After line 16 insert :—

Charts 2409 and 3231.

Line 17: *For* "Kaikō (Haipo)" *read* "**Light.**—Kaikō"

Line 29: *For* "northward" *read* "north-north-westward"

After line 30 insert :—

A light is exhibited, at an elevation of 72 feet (21^m9), from a watch tower, 65 feet (19^m8) in height, on Sasaki shima.

Line 38: *Delete* "(Haipotsutsun)"

After line 39 insert :—

Chart 2409.

Page 175.—Line 45: *Delete and substitute* :—

Chart 3231.

Line 46: *After* "**COAST.**—" *insert* "**Light.**—"

Page 176.—Line 1: *Delete and substitute* :—

Chart 3231.

Line 4: *Delete* "(Sairi)"

Line 12: *Delete* "detached"

Line 15: *For* "6" *read* "8"

Line 18: *Delete* "(Rokan)"

Line 22: *For* "760 feet (231^m6)" *read* "755 feet (230^m1)"

Line 24: *For* "2½" *read* "3"

After line 24 insert :—

A light is exhibited, at an elevation of 68 feet (20^m7), from a wooden tower, 22 feet (6^m7) in height, on the coast about 1½ miles north-westward of Rokukō gai.

Line 33: *For* "5" *read* "6"

Line 39: *Add* :—Works were, in 1941, in progress off the river mouth, for the construction of Niitaka kō.

Line 46: *Delete* "(Taikaa)"

Line 50: *For* "768 feet (234^m1)" *read* "767 feet (233^m8)"

Page 177.—After line 6 insert :—

Chart 3231.

Line 20: *Delete* "(Hoyen)" to "peak" and *substitute* "san, a peak 1,965 feet (598^m9) high,"

Line 25: *For* "303 feet (92^m3)" *read* "305 feet (92^m9)"

Line 26: *For* "one miles" *read* "three-quarters of a mile"

Line 28: *For* "up" *read* "north-eastward of the mouth of"

Line 32: *Delete.*

Line 33: *After* "**Danger.**—" *insert* "**Light.**—"

Page 177 continued.

After line 38 insert :—

A light is exhibited, at an elevation of 49 feet (14^m9), from a wooden tower, 22 feet (6^m7) in height, near the coast about 1½ miles west-south-westward of Piatau san.

After line 48 insert :—

Charts 3231 and 3658.

Line 49: Delete “ (Kukan) ”

Page 178.—Line 1: Delete and substitute :—
Chart 3231.

Line 5: Delete “ (Chunkan road) ”

Line 9: For “ 205 feet (62^m5) ” read “ 206 feet (62^m8) ”

Line 11: For “ 172 feet (52^m4) ” read “ 173 feet (52^m7) ”

Line 16: Delete “ (Yamutsuikan) ”

Lines 17-18: For “ sandbank, 3 feet (0^m9) ” read “ sand cay, 4 feet (1^m2) ”

Line 19: For “ sandbank ” read “ sand cay ”

Line 27: Delete “ (Kukan) ”

Line 29: Delete “ (Shinteku) ”

Line 32: Delete “ (Table hill) ”

Line 33: For “ 2 ” read “ 2½ ”

After line 34 insert :—

Charts 3132 and 3658.

Line 35: Delete “ (Ammōkantsun) ”

After line 38 insert :—

Chart 3658.

Line 45: For “ 74 feet (22^m6) ” read “ 82 feet (25^m0) ”

Page 179.—After line 13 insert :—

Pilotage.—In 1947 pilotage was compulsory for all vessels, including warships, at all ports in Formosa.

Line 38: After “ river ” insert “ ; in 1943 the population of Taihoku was about 290,000 ”

Page 182.—Lines 23-24: Delete “ two ” to “ apart ” and substitute “ three rocky heads ”

Lines 25-26: Delete “ and the ” to “ heads.” and substitute :—
“ the south-eastern 3½ fathoms (6^m4) and the north-eastern 8 fathoms (14^m6). There are depths of from 11 to 31 fathoms (20^m1 to 56^m7) between the shoal heads.”

Line 31: For “ 181° ” read “ 179° ”.

Line 32: After “ Kirun tō ” insert “ (Keelung island) ”

Page 183.—Lines 6-9: Delete “ 1934 ” to “ Tōban sho ” and substitute :—

“ 1948 there were general depths of from 5 to 10 fathoms (9^m1 to 18^m3) in the greater part of Outer harbour, but there are depths of from 11 to 14 fathoms (20^m1 to 25^m6) over a narrow area extending about 4½ cables southward from the entrance. In Inner harbour the general depths were from 5 to 5½ fathoms (9^m1 to 10^m5) and in Gyuchō kō, depths of from 4½ to 6 fathoms (7^m8 to 11^m0); there is a 3½-fathom (6^m9) patch in the fairway of the entrance to Gyuchō kō ”

Line 8: _____

Line 27: *Delete and substitute* :—

In April 1949, a breakwater, extending in an east-north-easterly direction for about 3 cables, was under construction at Banjintai bi; the outer end of the completed part was marked by a beacon; the seaward end of the work was marked by a light-buoy; see page 184.

Another breakwater was under construction on the eastern side of the harbour entrance; it extends from a position near the light on Tōban sho in a west-south-westerly direction for about a cable; the outer end of the completed portion was marked by a beacon and the seaward end of the work by a light-buoy; see page 184.

Lines 42-44: *Delete and substitute* :—

“harbour with depths, in 1948, of from $1\frac{1}{4}$ to 6 fathoms (2^m3 to 11^m0).”

Lines 47-48: *Delete* “are” to “piers” and *substitute* :—

“is a pier on the southern side of this bay and at the head of the bay”

Line 49: *For* “ $1\frac{1}{4}$ cables” *read* “three-quarters of a cable”

Page 184.—Line 7: *Delete*.

Lines 12-14: *Delete*.

Line 15: *Delete* “23” to “red” and *substitute* “25 feet (7^m6), from a white”

Lines 21-24: *Delete*.

Line 25: *For* “A cylindrical” *read* “Harbour entrance No. 2 pillar”

Line 26: *Delete* “two” to “cables” and *substitute* “three seconds, is moored about 3 cables east—”

Lines 29-37: *Delete and substitute* :—

Harbour entrance light-buoy No. 1, painted black and exhibiting a white flashing light every three seconds, marks the seaward end of the breakwater under construction extending west-south-westward from the western side of Tōban sho.

“J” black conical buoy is moored about 2 cables eastward of the end of Sendō bi breakwater.

Red conical buoy “K” is moored about $1\frac{1}{4}$ cables northward of the head of Sendō bi breakwater.

A cylindrical buoy is moored about three-quarters of a cable southward of the head of Sendō bi breakwater; a similar buoy is moored about half a cable south-south-eastward of the northern entrance point of Gyuchō kō.

Lines 42-51: *Delete and substitute* :—

Anchorage is prohibited in a narrow area, northward of Sendō bi breakwater, the limits of which are indicated by pecked lines on the chart.

Page 185.—Line 2: *Delete and substitute* :—

“depths of from $4\frac{1}{4}$ to 6 fathoms (7^m8 to 11^m0), and extends in a north-westerly”

Line 3: *After* “harbour” *insert* “; a $3\frac{3}{4}$ -fathom (6^m9) patch lies in the fairway of the entrance”

Lines 16-19: *Delete and substitute* :—

It was reported, in 1947, that there were two other dry docks.

Page 185 continued.

In 1948 the approximate depths alongside the berths were as follows:—

No. of berth	Depth in feet.
1	23
2, 3 and 4	29
5, 6 and 7	27
8	30
9	25
10	27
11	17 to 18
12	18
13, 14, 15 and 16	29
17 and 18	33

Line 25: *For "nine" read "some"*

Line 29: *For "at" read "close to"*

Page 187.—*After line 10 insert:—*

There are two dry docks, 540 and 720 feet (164^m6 and 219^m5) in length, at Sharyō tō dockyard.

There is also a dry dock at the head of Gyuchō kō, for details of which see page 573.

A 30-ton floating crane is available.

After line 16 insert:—

There is a radio station at Kīrun.

Lines 26-27: *Delete "The" to "of" and substitute:—*

"Application for pilots should be made to"

Line 38: *Delete "1935" to "86,697" and substitute "1943 the population was about 85,000"*

Page 188.—Line 29: *Delete "(Pinnacle island)"*

Page 189.—Line 4: *After "is" insert "occasionally"*

After line 5 insert:—

Chart 3658.

Local magnetic disturbance.—Local magnetic disturbance was, in 1938, reported in the vicinity of Kahei Sho.

Line 10: *After "1931" insert "and 1937"*

Line 38: *Delete and substitute:—*

Pilotage.—In 1947 pilotage was compulsory for all vessels, including warships, at all ports in Formosa.

Charts 3232 and 3233.

Line 40: *Delete "(Kankau pii)"*

Line 41: *After "(4^m1)" insert "rocky"*

Line 43: *After "120° 51' E.)" insert "; a 3½-fathom (5^m9) rocky patch lies about 4 cables westward of the 2¼-fathom (4^m1) patch"*

After line 50 insert:—

Chart 3233.

Line 51: *Delete "(Tsūpon pii)"*

Page 190.—Line 1: *Delete and substitute:—*

Chart 3233.

Line 14: *Delete.*

Line 27: *For "A" read "Yayū iwa, a"*

Page 191.—Line 1: *Delete and substitute:—*
Chart 3233.

Line 3: *For "A" read "Kantō shō, a"*

Line 4: *For "6 cables southward of" read "7 cables southward of Shishi kaku,"*

Line 13: *Add:—*There are tide rips in this channel.

Line 14: *Delete.*

Line 31: *Add:—*In 1946 this light was destroyed.

Line 42: *Delete "There is a W/T" to "42."*

Line 44: *After "island.—" insert "Light.—"*

Page 192.—Line 1: *Delete and substitute:—*
Chart 3233.

After line 4 insert:—

A light is exhibited, at an elevation of 159 feet (48^m5), from a white circular concrete tower _____, 98 feet (29^m9) in height, on Bito kaku. _____

Line 37: *For "northward" read "north-north-eastward"*

Lines 38-39: *Delete and substitute:—*

"a rock, with a depth of 2 $\frac{3}{4}$ fathoms (5^m0) over it, lies about 2 cables northward of this point."

After line 41 insert:—

Chart 3234.

Line 48: *For "1 $\frac{3}{4}$ fathoms (3^m2)" read "2 fathoms (3^m7)"*

Page 193.—Line 1: *Delete and substitute:—*
Chart 3234.

Line 7: *For "29 feet (8^m8)" read "42 feet (12^m8)"*

Line 11: *For "2 $\frac{1}{2}$ " read "2 $\frac{1}{2}$ "*

Lines 12-13: *For "239 feet (72^m8)" read "240 feet (73^m1)"*

After line 16 insert:—

In 1946 Sansendai light was destroyed.

Line 17: *For "A" read "Papayan, a"*

Line 20: *Delete "hakuchi"*

Line 21: *For "northward" read "north-north-westward"*

Line 26: *After "obtained" insert "in Seikō ō hakuchi"*

Line 36: *For "Sketikei bi (Chotsui pii)" read "Sekitei bi"*

After line 36 insert:—

Charts 3234 and 3235.

Line 37: *For "Light.—Karenkō (Hoirenkan)" read "Lights.—Karenkō"*

Line 43: *For "Beiron kei" read "Biirun kei"*

Line 44: *For "Beiron san" read "Biirun san"*

Page 194.—Line 1: *Delete and substitute:—*
Chart 3235.

Lines 14-16: *Delete and substitute:—*

"3,000 tons at a time, is situated about one mile north-eastward of the light-structure.

Harbour works in progress are marked by lights.

Leading lights are exhibited, the rear light, at an elevation of 62 feet (18^m9), from a red octagonal structure, 55 feet (16^m8) in height, about 1 $\frac{1}{2}$ miles east-north-eastward of Biirun san, and the front light,

Page 194 continued.

at an elevation of 34 feet (10^m4), from a green octagonal structure, 29 feet (8^m8) in height, about 2½ cables south-south-westward of the rear light.

These lights, in line, bearing 202°, lead into the harbour.

A light is exhibited, at an elevation of 69 feet (21^m0), from a red circular concrete tower on the head of the eastern breakwater.

There are three wharves with a total quayage of about 1,345 feet (410^m0). A crane with a capacity of 65 tons is available on No. 3 wharf. The port is only open to foreign vessels with special permission of the Ministry of Communications. On arrival a vessel should display her number in the International Code of Signals and anchor outside to await the pilot and medical inspection. Entry and departure after dark are prohibited."

Line 44: *Delete* " (Ōcho pii) "

Page 195.—Line 1: *Delete and substitute* :—

Chart 3235.

Line 2: *Delete* " (So ō) "

Lines 2-3: *Delete* " (Kaukau pii) "

Line 13: *Delete* " (Namhuhon) "

Line 21: *Delete* " (Palauhon) "

Line 27: *For* " 1½ cables south-eastward " *read* " 2 cables east-south-eastward "

Line 28: *Delete* " (Pia tau) "

Lines 45-46: *Delete* " (Pakuhon pii) "

Line 47: *Delete* " (Chonshimutau) "

Page 196.—Line 1: *Delete and substitute* :—

Chart 3235.

Line 8: *For* " **Lights. — Buoys. —** " *read* " **Light. — Light-buoy.—** "

Line 9: *For* " 18 feet (5^m5) " *read* " 24 feet (7^m3) "

Lines 11-15: *Delete.*

Page 197.—Line 1: *Delete and substitute* :—

Chart 3235.

Line 20: *Delete* " (Kūsoan) "

Lines 39-40: *Delete* " flat-topped " to " it is " and *substitute* :— " group of rocks, with depths of less than 6 feet (1^m8) over them or which dry, and they are "

Line 41: *For* " **Light.—** " *read* " **Lights.—** "

Line 44: *Delete* " (Samuchō) "

Line 48: *After* " is " *insert* " Byobu yama, "

Page 198.—Line 1: *Delete and substitute* :—

Chart 3235.

Line 7: *For* " 40 feet (12^m2) " *read* " 52 feet (15^m8) "

Page 201.—Line 35: *For* " 12 feet (3^m7) " *read* " the whole painted black and 8 feet (2^m4) "

Page 209.—Line 30: *For* " 149 feet (45^m4) " *read* " 136 feet (41^m4) "

Page 212.—Lines 21-22: *For* "Shwin gan river" *read* "Feiyiin kiang"

After line 34 *insert* :—

In February, 1939, fishing stakes were observed extending about 5 miles eastward from the eastern side of Namki.

Line 54: *For* "a rock" *read* "Chuen-tiao rock"

Page 213.—Line 5: *For* "233 feet (71^m2)" *read* "239 feet (72^m8)"

Page 215.—Line 14: *After* "high" *insert* "; these two islands should not be confused"

Page 216.—Line 29: *After* "dangers.—" *insert* "Caution.—"

Line 33: *Add* :—Depths of from 4 to 6 fathoms (7^m3 to 11^m0) were reported, in 1949, in the eastern part of the area, as indicated on the chart, and vessels should therefore navigate with caution.

Line 45: *For* "Tao kan tung" *read* "Tao kan tang"

Line 50: *For* "north-north-eastward" *read* "north-eastward"

Page 217.—Line 7: *After* "part." *insert* :—Two rocky shoals, with depths of 10 and 28 feet (3^m0 and 8^m5) over them, lie about 2½ and 3½ cables eastward, respectively, of the eastern extremity of Heng chih shan.

Line 9: *After* "clear" *insert* ", except for an 11-foot (3^m4) rocky patch near the fairway about half a mile south-westward of the western extremity of Tao kan tang, at the south-eastern end of the strait."

Lines 17-18: *Delete* and *substitute* :—

A 3-fathom (5^m5) rocky patch lies near the fairway of the channel between these two islets which is otherwise deep; the channel between Hsia ma chiao and Wen tzu tou is deep and clear.

After line 34 *insert* :—

A spit, with depths of less than 3 fathoms (5^m5) over it, extends about 7 cables north-westward from the north-eastern extremity of Chung shan.

Page 218.—Line 53: *Delete* "(Hutau bank)"

Page 219.—Line 5: *Delete* "(North bank)"

Line 27: *After* "range" *insert* "about"

Line 30: *For* "Hsia" *read* "Hsiao"

Line 42: *Delete* "(Salamis point)"

Line 44: *Delete* "(Jar point)"

Page 220.—Line 13: *Delete* "Light.—"

Lines 25-26: *Delete*.

Lines 35-37: *Delete* and *substitute* :—

Shipping.—In 1937 a total of 229 steam vessels, with an aggregate of 100,472 tons, entered the port; the largest vessel to enter during that year was of 1,431 tons, with a draught of 21¾ feet (6^m6).

Page 223.—Line 38: *After* "dangers.—" *insert* "Light.—"

Page 224.—Line 11: *Add* :—A light is occasionally exhibited from Soudan island.

Page 224 continued.

Lines 39-40: For "long (North Foreland)" read "lang"

Line 42: After "tao.—" insert "Shoal.—Light.—"

Line 49: After "Shang yu." insert:—A shoal, with a depth of $3\frac{1}{2}$ fathoms (6^m9), the position of which is approximate, was reported, in 1939, about $4\frac{1}{2}$ miles southward of Shang yu.

Page 225.—After line 20 insert:—

A light is occasionally exhibited from the eastern extremity of Ping feng shan.

Lines 35-39: Delete and substitute:—

"Anchorage with good holding ground is available westward of Shang ta chen shan. The channel between that island and Hsia ta chen can be reached from either eastward or westward, but"

Line 52: Delete "(Tai chau bay)"

Page 226.—Line 2: Delete "(Tai chau river)"

Line 9: For "Tung long (North Foreland)" read "Tung lang"

Lines 11, 12 and 15: For "long" read "lang"

Lines 13-14: Delete "with" to "one" and substitute:—

"which dries 4 feet (1^m2), lies about a quarter of a"

Lines 17-18: For "(Mud island), 247 feet (75^m3)" read ", 249 feet (75^m9)"

Line 25: For "16 feet (2^m4 to 4^m9)" read "12 feet (2^m4 to 3^m7)"

Line 31: After "wan.—" insert "Light.—Fog signal.—"

Page 227.—After line 9 insert:—

A fog signal is occasionally sounded from the light-structure.

Page 228.—Line 10: For "345 feet (105^m2)" read "340 feet (103^m6)"

Page 230.—Line 22: After "dangers.—" insert:—A shoal, with a depth of $4\frac{1}{2}$ fathoms (8^m2) over it, was reported, in 1945, by a vessel which grounded on it in the south-eastern approach to Shih pu harbour about 8 miles south-eastward of the eastern extremity of Tan tou shan.

Page 231.—Line 32: After "shan" insert "(Tungmun), and the southern Tai mun"

Lines 35-37: Delete and substitute:—

A light is exhibited, at an elevation of 107 feet (32^m6), from a framework structure on the north-eastern point of Tai mun.

Lights are exhibited inside the harbour.

Lines 38-39: For "the southern island" read "Tai mun"

Page 233.—Line 15: For "Light" read "Lights"

Line 54: After "chart;" insert "a light is exhibited, at an elevation of 95 feet (29^m0), from a black octagonal brick tower on Chi niang chiao, an islet about 2 miles north-eastward of the north-eastern extremity of Yang i;"

Page 235.—Line 10: Add:—Fishing stakes were observed, in 1939, extending about 4 cables westward from the 110-foot (33^m5) islet situated close off the western end of Nan chiu san.

Page 236.—After line 54 *insert* :—

Fishing stakes are usually to be found in large numbers in Nu pi shan channel.

Page 245.—Line 35 : After “ 6 feet (1^m8) ” *insert* “ : the pier and its approaches are almost always encumbered with junks ”

Line 45 : *Delete* “ In ” to “ exist. ”

Lines 46-48 : *Delete*.

Page 247.—Line 29 : *Add* :—Fish, eggs and vegetables can be obtained at Sinkeamun.

Page 249.—Line 51 : For “ 249 ” *read* “ 250 ”

Page 250.—After line 11 *insert* :—

Submerged rocks, with breakers in the vicinity and surrounded by muddy yellow water, were, in 1945, reported to exist $3\frac{1}{2}$ cables east-south-eastward of the largest rock.

Page 251.—Line 9 : For “ 243 feet (74^m1) ” *read* “ 241 feet (73^m5) ”

Page 252.—Line 32 : After “ point. ” *insert* :—A $2\frac{1}{2}$ - and a $4\frac{1}{2}$ -fathom (5^m0 and 7^m8) patch lie about $5\frac{1}{2}$ and $3\frac{1}{2}$ cables west-south-westward, respectively, of the south-western extremity of Chua bek san.

Line 34 : After “ high. ” *insert* :—A detached 6-fathom (11^m0) patch lies about $5\frac{1}{2}$ cables west-north-westward of the south-western extremity of Yua san.

Page 253.—After line 35 *insert* :—

Two $4\frac{1}{2}$ -fathom (7^m8) patches lie on the western side of the channel about $9\frac{1}{2}$ and 11 cables north-westward of Baylis rock.

Page 256.—Line 34 : For “ which lies ” *read* “ and a 4-fathom (7^m3) rocky patch about one cable southward of it, which lie ”

After line 37 *insert* :—

A detached 6-fathom (11^m0) patch lies on the eastern side of the southern entrance to Kau ding pass about $4\frac{1}{2}$ cables west-north-westward of the south-western extremity of Kui san.

Page 258.—Line 47 : _____

Page 262.—Line 27 : For “ 262 ” *read* “ 265 ”

Page 264.—Lines 25-26 : *Delete* “ 120 ” to “ tower ” and *substitute* :—

“ 119 feet (36^m3), from a white square stone tower ”

Page 265.—Line 40 : *Add* :—This light was extinguished, in 1940.

Page 267.—Lines 52-53 : *Delete* “ , and on ” to “ high ”

Page 268.—Line 38 : *Add* :—A conspicuous joss house stands near the western coast about midway between the northern and southern extremities of the island.

Page 270.—Lines 30-31: *Delete* “, and is” to “high”

Line 41: *After* “of” *insert* “the conspicuous”

Page 272.—Line 16: *For* “**Lights, buoy, and**” *read* “**Lights.**—**Fog signals.—Buoy.**—”

Line 28: *Add*:—Considerable shoaling was reported, in 1948, about 7 cables northward of the island.

Line 31: *After* “is” *insert* “occasionally”

Page 276.—Lines 2-3: *Delete* “1935” to “tons” and *substitute*:—
“1937, a total of 756 steam vessels with an aggregate of 1,104,390 tons”

Line 15: *Delete* “(Talung island)”

Line 18: *For* “(Friendly island), 217 feet (35^m7)” *read* “, 222 feet (67^m7)”

Line 22: *For* “Long. 121° 39' E.” *read* “Long. 121° 37' E.”

Line 23: *For* “912 feet (278^m0)” *read* “917 feet (279^m5)”

Line 45: *For* “5 knots” *read* “from 5 to 6 knots”

Line 47: *Delete* “(Nanho)”

Line 48: *For* “194 feet (59^m1)” *read* “199 feet (60^m7)”

Line 50: *For* “north-eastward from it” and “20 feet (6^m1)” *read*, respectively, “north-westward from its northern side” and “25 feet (7^m6)”

Page 277.—Line 2: *Delete* “(West Stork)”

Line 3: *For* “139 feet (42^m4)” *read* “144 feet (43^m9)”

Line 4: *Delete* “(Reef islands)”

Line 5: *For* “72 feet (21^m9)” *read* “77 feet (23^m5)”

Line 11: *For* “131 feet (39^m9)” *read* “140 feet (42^m7)”

Line 25: *Delete* “(Flat Fog)” to “12½” and *substitute* “, or Flat Fog, is an islet about 13”

Page 278.—Line 31: *Delete* “very delicate”

Page 280.—*After* line 26 *insert*:—

An obstruction, with a depth of 4 fathoms (7^m3) over it, was reported, in 1946, about 1½ miles northward of the western and largest islet.

Page 283.—Line 13: *After* “lighthouse” *insert* “in answer to a vessel's fog signals”

Lines 38-39: *For* “283 feet (86^m3)” *read* “274 feet (83^m5)”

Lines 42-43: *Delete* and *substitute*:—

A fog signal is occasionally sounded and a radiobeacon is operated from the lighthouse.

Page 284.—Line 13: *For* “3½ fathoms (6^m9)” *read* “3½ fathoms (5^m9)”

After line 15 *insert*:—

A 5½-fathom (10^m1) patch lies about 5 cables southward of Richardson rock.

Page 285.—Line 2: *For* “67 feet (20^m4)” *read* “68 feet (20^m7)”

Lines 4-5: — —

Lines 23-24: *Delete* “A fog” to “lighthouse.”

Page 286.—Line 31: *After "Light.—" insert "Light-buoy.—"*

Line 47: *For "western part" read "eastern and western parts"*

Page 287.—*After line 23 insert:—*

A $4\frac{1}{2}$ -fathom (8^m2) rocky patch lies about $1\frac{1}{2}$ miles south-eastward of Wai chiao.

Lines 27-28: _____

Line 36: *After "Dangers.—" insert "Light.—"*

After line 51 insert:—

Nan'maan-tao light is exhibited from a white concrete structure with its upper part circular and lower part square, 16 feet (4^m9) in height, on this islet.

Page 288.—Line 17: *After "Anchorage.—" insert "Light.—"*

After line 27 insert:—

A bamboo flagstaff stands about half a mile westward of the conspicuous boulder; a white house and a stone tower stand about $2\frac{1}{2}$ and $3\frac{1}{2}$ cables south-westward, respectively, of the flagstaff. In 1948 there was a white-wash mark on the cliffs about $8\frac{1}{2}$ cables southward of the conspicuous boulder.

A light, the position of which is approximate, is occasionally exhibited, at an elevation of 244 feet (74^m4), from a grey stone dwelling about $11\frac{1}{2}$ cables south-south-eastward of the conspicuous boulder; a white tower stands a short distance north-north-eastward of the stone dwelling.

Line 31: *After "this islet" insert "a 7-fathom (12^m8) patch lies about $1\frac{1}{2}$ cables northward of the islet"*

Lines 39-40: *Delete "a rocky" to " (6^m4) " and substitute:—*
"a 5-fathom (9^m1) rocky patch lies about $6\frac{3}{4}$ cables east-south-eastward of the southern end of Baker rocks; a $3\frac{3}{4}$ -fathom (6^m9) patch lies about 2 cables south-south-westward of the same point; and a rock, with a depth of less than 6 feet (1^m8) over it, with a $3\frac{1}{2}$ -fathom (6^m4) rocky patch close north-westward of it"

Page 289.—Line 14: *After "shan;" insert "an 8-fathom (14^m6) patch lies outside the 20-fathom (36^m6) line about 4 cables southward of the western extremity of Chih chih shan;"*

Line 45: *Add:—A $5\frac{1}{2}$ -fathom (10^m1) rocky patch lies about 6 cables south-westward of the middle islet.*

Line 50: *After "high." insert:—There are two detached 8-fathom (14^m6) patches about 6 cables southward of the island.*

Page 290.—Line 19: *For "other" read "others"*

Line 21: *After "off it." insert:—An $8\frac{1}{2}$ -fathom (15^m5) patch was, in 1940, reported to lie about $6\frac{1}{2}$ miles east-north-eastward of the 81-foot (24^m7) rock.*

Lines 54-55: *Delete "W/T" to "transmitted" and substitute:—*
"radiobeacon is operated"

Page 292.—Lines 26 and 40: *For "Tungsha light-vessel" read "a position about 7.4 miles, 105° , from Sheng tan Middle beacon (page 296)"*

Line 44: *For "the Tungsha light-vessel" read "a position about 7.4 miles, 105° , from Sheng tan Middle beacon"*

Page 293.—Lines 5-6: *Delete* “two” to “light-vessel” and *substitute* :—

“a steam pilot vessel usually lies at anchor or cruises in the vicinity of *Entrance* light-buoy (page 295); in fair weather she may cruise as far eastward as the meridian of $122^{\circ} 26' E$ ”

Lines 12-13: *Delete* “vessels” to “2” and *substitute* :—

“vessel is painted white, with buff funnel and masts, and the name *Yangtze Pilot* in black letters”

Line 20: *For* “Fairway buoy” *read* “*Entrance* light-buoy”

Line 39: *For* “**Buoy.**—” *read* “**Buoyage.**—”

Line 41: *For* “painted red,” *read* “with its hull painted red and the lower half of the light-tower and bell-tower painted white and”

Line 42: *Delete* “ $9\frac{1}{2}$ ” to “shan” and *substitute* :—

“9 miles south-south-westward of Amherst rocks”

Lines 52-54: *Delete* and *substitute* :—

A rock, with a depth of less than 6 feet (1^m8) over it, the existence of which is doubtful, was reported, in January 1948, about $1\frac{1}{4}$ miles south-south-eastward of Amherst rocks.

An obstruction was reported, in January 1948, about $5\frac{1}{4}$ miles eastward of Amherst rocks.

Page 294.—Line 6: *For* “ 30° ” *read* “ 31° ”

Line 16: *For* “229 feet (69^m8)” *read* “226 feet (68^m9)”

Line 19: *Delete* “W/T” to “transmitted” and *substitute* “radio-beacon is operated”

Line 40: *After* “beacons.—” *insert* “**Light-vessel.—Fog signal.—**”

Lines 49-50: *Delete* and *substitute* :—

“known as Nanhui beacon (*Lat.* $31^{\circ} 05' N.$, *Long.* $121^{\circ} 51' E.$),”

Page 295.—Lines 2-3: *Delete.*

Lines 15-18: *Delete* “A light” to “shoal.”

Lines 20-21: *Delete* “The” to “marked by”

Lines 23-24: *Delete* and *substitute* :—

“a *white flashing* light *every four seconds*, is moored off the entrances to North and South Forks about $10\frac{1}{4}$ miles south-westward of Amherst rocks.

The entrance to South Fork is marked by *South Banks* can light-buoy, painted black and exhibiting a *white flashing* light showing a *short flash every four seconds.*”

Lines 26-50: *Delete* and *substitute* :—

“black can light-buoy, marked ‘A’ and exhibiting a *red flashing* light *every four seconds*, moored about $12\frac{1}{4}$ miles eastward of Sheng tan Middle beacon (page 296). The southern edge of Tungsha banks forms the northern side of North Fork and in 1948 it was extending southward; Tungsha banks buoy, marked ‘B’, painted black and exhibiting a *white flashing* light *every four seconds*, is moored near the fairway of North Fork about 9 miles eastward of Sheng tan Middle beacon.

Kiutoan spit light-buoy, painted black and exhibiting a *white flashing* light *every four seconds* is moored nearly 5 miles east-north-eastward of Sheng tan Middle beacon.”

Page 296.—Lines 5-6: *Delete* “11” to “light-structure” and *substitute*:—“3 miles north-north-westward of Sheng tan Middle beacon, described below”

Line 8: *Add*:—A fog bell is sounded from the light-vessel.

Lines 9-22: *Delete* and *substitute*:—

Sheng tan Middle light-beacon, consisting of an iron column painted in black and white horizontal bands and surmounted by a black ball, stands on Sheng tan about $7\frac{1}{2}$ miles south-eastward of Clump beacon.

Sheng tan Upper beacon, for dredging purposes, stands about $3\frac{1}{2}$ miles north-westward of Sheng tan Middle light-beacon.

Fooching light-buoy, numbered 1, painted red and exhibiting a *white flashing light every four seconds*, is moored about 5 miles east-north-eastward of Clump beacon.

Middle ground light-buoy, numbered 2, painted red and exhibiting a *white flashing light every four seconds*, is moored about $6\frac{1}{4}$ miles northward of Clump beacon.

Lines 25-28: *Delete* “A framework” to “only.” and *substitute*:—

A surveying beacon stands on the southern end of Heng-sha.

Line 30: *For* “off” *read* “about $1\frac{3}{4}$ miles south-westward of”

Lines 31-32: *Delete* “painted” to “eight” and *substitute*:—
“numbered 3, painted red and exhibiting a *white flashing light every four*”

After line 35 *insert*:—

A shoal, with a depth of 19 feet (5^m8) over it, lies about $3\frac{1}{4}$ miles northward of Kiutoan Small beacon; there is a mooring buoy about 7 cables westward of the shoal.

Lines 42-44: *Delete* “west” to “four seconds.” and *substitute*:—
“north-north-westward of Kiutoan Small beacon, is a light-buoy, numbered 4, painted red and exhibiting a *white flashing light every four seconds.*”

Line 50: *Delete* “ $2\frac{1}{2}$ ” to “beacon” and *substitute* “ $1\frac{3}{4}$ miles east-north-eastward of the entrance to the Whangpoo”

Line 52: *Delete* and *substitute*:—

“*flashing light every four seconds.*”

Lines 53-54: *Delete.*

Page 297.—Line 2: *After* “Anchorage.—” *insert* “Shoal.—”

Line 3: *After* “Whangpoo.” *insert*:—A shoal, with a depth of 24 feet (7^m3) over it, was reported, in December 1947, by a vessel which grounded on it about $1\frac{1}{4}$ miles north-north-eastward of the light structure on the head of the training wall on the northern side of the entrance to the Whangpoo.

Lines 12-19: *Delete.*

Lines 29-30: *Delete* “Shaweishan” to “can buoy.”

Line 35: *Add*:—In 1949 this beacon was reported destroyed.

Lines 36-41: *Delete* and *substitute*:—

Liu chiao and Dumb surveying beacons stand about $6\frac{1}{2}$ and 12 miles west-north-westward of Drinkwater point beacon. In 1949 Liu chiao beacon was reported destroyed. At Dumb beacon there is a jetty, 400 feet (121^m9) long, with a small beacon at its head.

Line 45: *Delete* “was” to “1931” and *substitute* “is changeable and inadequately buoyed”

Page 299.—Line 29: *After* “Woosung” *insert* “; in 1948, this light was extinguished”

Lines 37-39: *Delete* “occulting” to “east-south-eastward” and *substitute* :—

“flashing light every four seconds. Fort buoy, about $3\frac{1}{2}$ cables southward”

Line 40: *For* “occulting” *read* “flashing”

Page 300.—Lines 29-31: *Delete* and *substitute* :—

“a white flashing light every eight seconds.”

Line 45: *After* “numbered” *insert* “1 to 5 in white”

Line 46: *Delete* “marked” to “No. I” and *substitute* “No. 1”

Line 49: *For* “occulting light” *read* “flashing light every four seconds”

Line 50: *For* “II, III, IV and V” *read* “2, 3, 4 and 5”

Line 51: *For* “occulting lights” *read* “flashing lights every four seconds”

Line 52: *For* “II” *read* “2”

Line 53: *For* “V” *read* “5”

Page 301.—Lines 11-12: *Delete* “Tung kou” to “light.” and *substitute* :—

A submarine cable crosses the river about 6 cables northward of the entrance to Tung kou creek; the landing places are marked by notice boards. *See* page 53.

Line 13: *Add* :—Black point light-buoy, moored off Chen chia tsui, is painted black and exhibits a red flashing light every eight seconds.

Line 16: *Add* :—The area southward of the reclamation work is known as Point island.

Line 26: *After* “buoys.” *insert* :—The greatest depth alongside was 33 feet (10^m1), in 1940, and, at berths in the stream, 35 feet (10^m7) between Nos. 38 and 39 buoys.

Line 35: *For* “fixed light” *read* “flashing light every four seconds”

After line 43 *insert* :—

Sections III, IV and V lie in Garden bend, off Pootung point.

Lines 46-48: *Delete* “five” to “respectively.” and *substitute* :—
“four buoys, numbered N1 to N4, providing three berths for warships.”

A red mooring buoy, from which a submarine cable is laid in a west-south-westerly direction to the opposite bank, is moored close southward of Pootung point.”

After line 54 *insert* :—

A submarine cable crosses the river at No. 43 buoy.

A submarine cable crosses the river in Upper Section C at the light on the northern end of the Nee Tai Shing Coal Company's wharf, referred to above. *See* page 53.

Page 303.—Lines 21-23: *Delete* “Five” to “are” and *substitute* :—
“In 1947 one berth was”

Page 304.—*After* line 27 *insert* :—

No guns, cannon or small arms shall be fired from a vessel within the harbour.

Lines 37-41: *Delete* and *substitute* :—

“ $2\frac{3}{4}$ hours after low water until about $3\frac{1}{4}$ hours after high water at

Page 304 continued.

Woosung bar ; the ebb stream for the remainder of the tidal period. Both streams attain a rate of from 3 to 4 knots at springs. After rains the ebb may commence about 3 hours after high water and continue until $3\frac{1}{2}$ hours after low water at Woosung bar. Under normal weather conditions there is practically no slack period between the end of the ebb and the commencement of the flood at spring tides."

Line 41 : _____

Lines 45-50 : *Delete* " Vessels " to the " fall." and *substitute* :—

Shanghai pilots find that the handling of deep draught ships is facilitated by taking them up with the flood stream, turning and berthing them bows down. At the top of spring tides, however, it is prudent to time entry to avoid turning on the full strength of the flood stream. As soon as high water has made, the strength of the stream decreases and turning can be effected with safety. The most frequently used turning places are in Section IX and in Section V, off the entrance to Soochow ho. There is a turning place in Section I and one for large vessels in Section Upper A.

Page 305.—Lines 12-15 : *Delete* " Vessels " to " ebb."

Lines 23-29 : *Delete* and *substitute* :—

S.S. *Laurentic*, with an overall length of about 700 feet (213^{m4}), is reported to have turned in the harbour.

Vessels 535 feet (163^{m1}) in length and drawing 30 feet (9^{m1}) could, in 1937, proceed to Section Upper A and those 475 feet (144^{m8}) in length and drawing 20 feet (6^{m1}) as far as Kiangnan dockyard.

Page 306.—*After* line 30 *insert* :—

Day and night time signals are made from the semaphore at the French concession.

Page 311.—Line 11 : *After* " water." *insert* :—In 1946 it was reported that there were depths of from about 6 to 11 feet (1^{m8} to 3^{m4}) alongside the wharves. At that time there were two floating cranes, of 5 and 20 tons capacity, available.

After line 15 *insert* :—

Fresh water is laid on to the wharves.

Two small tugs and two lighters, each of 100 tons capacity, are available.

After line 17 *insert* :—

Pilotage.—In 1946 there was one pilot available.

Lines 19-21 : *Delete* " 128 " to " on " and *substitute* :—

" 396 feet (120^{m7}), near "

Lines 23-25 : *Delete*.

Page 313.—Lines 3-4 : *Delete* " 74 " to " (22^{m6}) " and *substitute* :—
" 65 feet (19^{m8}) "

Page 314.—Line 2 : *For* " Lights, buoys and beacon " *read* " Lights.—Buoys.—Beacons "

Line 11 : *For* " 262 feet (79^{m9}) " *read* " 260 feet (79^{m3}) "

After line 49 *insert* :—

It is marked by a round concrete beacon, 18 feet (5^{m5}) in height, painted in red and black horizontal bands and surmounted by a ball.

Lines 52-54 : *Delete* " The " to " conspicuous."

Page 316.—After line 22 insert :—

A rock awash lies less than $1\frac{1}{2}$ miles west-south-westward of Chuensisan.

Page 317.—After line 8 insert :—

Chart 876, plan of Tsingtao harbour.

Line 11: For "4" read "3"

Line 12: For "(Arkona islet)" read ", or Arkona islet,"

Line 14: For "foul ground" read "a shallow channel"

Line 15: _____

Line 19: After "of" insert "Tuantao bay,"

Line 22: Delete "san" to "islet" and substitute "shan, 44 feet (13^{m4}) high. Hsiaan shan, an islet 20 feet (6^{m1}) high,"

Line 25: Delete and substitute :—

"extends about one cable from Hsiaan shan and from Yunui shan.

Dumping ground.—A circular area in which ammunition has been dumped, indicated by pecked lines on the chart, lies with its centre about $3\frac{1}{2}$ cables south-eastward of Tsing tao."

Lines 32 and 41: For "san" read "shan"

Line 40: _____

Lines 44-52: Delete and substitute :—

Anchorage.—**Signals.**—The prohibited anchorage and Quarantine anchorage for the outer harbour lie southward of Tsing tao and are indicated by pecked lines on the chart.

When medical inspection is to be held at the Quarantine anchorage in the Outer harbour, a black ball and a black diamond shape are displayed, by day, and a red and a green light exhibited, at night, from Yunui San lighthouse.

Page 318.—Line 1: Delete and substitute :—

Chart 876, plan of Tsingtao harbour and chart 857.

Lines 11, 13, 15, 18 and 22: For "san" read "shan"

Line 13: For "74 feet (22^{m6})" read "77 feet (23^{m5})"

Line 18: _____

Line 20: Delete and substitute :—

Chart 876, plan of Tsingtao harbour.

Lines 27 and 47: _____

Line 31: For "conical spar buoy, No. 1" read "spar buoy, No. I"

Line 36: For "three-quarters of a mile westward" read " $6\frac{1}{2}$ cables west-south-westward"

Line 37: After "lighthouse;" insert "a black conical buoy, No. 3A, moored about 5 cables west-north-westward of the lighthouse;"

Line 40: For "9" read "8"

Line 41: For "red conical buoy, No. 4" read "pillar light-buoy, No. 4, painted red and exhibiting a red flashing light every three seconds"

Lines 42-43: Delete "red" to "mile" and substitute :—

"pillar light-buoy, No. 2, painted red and exhibiting a white flashing light every three seconds, moored about 8 cables"

Lines 45-46: For "4 fathoms (7^{m3})" read "19 feet (5^{m8})"

Line 49: For " $3\frac{1}{2}$ " read "3"

Page 319.—Line 1: Delete and substitute :—

Chart 876, plan of Tsingtao harbour.

Page 319 continued.

Lines 4-11: *Delete and substitute :—*

" a white cylinder. Rocks, with depths of less than 6 feet (1^m8) over them, extend nearly half a cable from Tapao tao.

Anchorage.—There is anchorage north-eastward of Horseshoe rock.

In 1933, H.M.S. *Cornflower* anchored with Barkass rock beacon bearing 192°, distant half a mile.

The prohibited anchorage and the Quarantine anchorage — — are indicated by pecked lines on the chart."

Line 12: *For "harbour" read "harbours"*

Line 14: *Delete and substitute :—*

" , in 1948, it had depths of from 8 to 16 feet (2^m4 to 4^m9)."

Line 22: *For "161°" read "158°"*

After line 30 insert :—

A breakwater extends from Tapao tao for about 3 cables in a north-easterly direction when it joins the south-western corner of a wharf which then extends about 3½ cables eastward to the shore ; this breakwater and the wharf form the north-western and northern sides of another small harbour. Between the northern side of the wharf and No. 1 mole is another boat harbour.

Line 31: *Delete "Lights.—"*

Line 34: *Delete " , and " to " root "*

Lines 35-36: *Delete.*

Line 39: *After "harbour" insert " ; a spur extends about 1½ cables westward from the head of the breakwater proper and a submerged obstruction, indicated by a pecked line on the chart, extends about 2 cables farther westward "*

Line 44: *After "2 mole" insert " ; Nos. 3 and 4 moles lie north-eastward of No. 2 "*

Lines 45-50: *Delete "The" to "harbour." and substitute :—*

The depths in the harbour and entrance are less than are shown on the chart and, in 1948, a depth of only 24 feet (7^m3) was reported.

Four conical buoys mark the edge of the shoal water extending from the head of the harbour.

After line 54 insert :—

There is a signal station and a tide gauge on the head of No. 1 mole.

Page 320.—Line 1: *Delete and substitute :—*

Chart 876, plan of Tsingtao harbour.

Line 23: *For "Chart 857," read "Charts 857, 876 and"*

Line 53: *After "plentiful;" insert "provisions from cold storage can be obtained, but as much notice as possible should be given for large supplies ;"*

Page 321.—Line 1: *Delete and substitute :—*

Charts 857 and 876.

After line 19 insert :—

Signals.—The following special signals, by flags of the International Code of Signals, are in use at the port of Tsing tao :—.

Signal. Meaning.

Flag Y Ash boat wanted.

Flags PT Pilot wanted.

Flag H An officer of the Harbour and Wharf Administration is wanted.

Flags NQ Fire on board.

Page 321 continued.

Signal.	Meaning.
Flags ST	
At night, a blue light }	Water Police wanted.
Flag W, at half-mast ..	Water lighter wanted.
Flag U	Tug wanted.

Page 322.—Line 1: *Delete and substitute :—*
Charts 857 and 876.

Line 50: *For "spar" read "can"*

Page 323.—Line 1: *Delete and substitute :—*
Charts 857 and 876.

Line 3: *For "spar" read "conical"*

After line 4 insert :—

There is a mooring buoy in the fairway about midway between Nos. 13 and 14 buoys.

Page 326.—Line 29: *After "over it." insert :—*A rock, with a depth of less than 6 feet (1^m8) over it, lies about 1½ miles north-eastward of this islet.

Page 331.—Line 51: *Add :—*In 1946 this light was extinguished.

Page 333.—Line 22: *Delete " , with a conspicuous tree on it,"*

Page 336.—*After line 31 insert :—*

Abnormal magnetic variation.—Abnormal magnetic variation was reported, in 1946, round the Shantung peninsula.

Line 46: *Add :—*In 1946 this light was extinguished.

Page 337.—Line 19: *Add :—*A submerged obstruction was reported, in 1948, about half a mile south-south-eastward of the eastern end of Alceste island.

Line 20: *After "Wohu shih" insert " , the obstruction "*

Page 339.—Line 5: *Add :—*In 1947 this light was extinguished.

Page 340.—Line 28: _____

Lines 43-44: *Delete "A fog" to "tao."*

Page 341.—Lines 7-13: *Delete.*

Lines 27-28: *Delete "a cable" to "pier" and substitute :—*
"2 cables south-south-eastward of the light on the southern side of the entrance to the boat camber"

Page 342.—Line 3: *After "point." insert :—*Vessels and boats should not use this channel, but should pass north-eastward of Round island.

Lines 31-32: *Delete "There" to "pier."*

Page 343.—Line 21: *For "close off the Iron" read "about 3 cables westward of the Stone"*

Lines 39-40: *Delete "until" to "steered for"*

Page 346.—Line 29: For “242 feet (73^m8)” read “226 feet (68^m9)”

Line 32: After “is” insert “occasionally”

Page 347.—Line 48: After “hill” insert “which, in 1949, was reported to have been destroyed,”

Page 348.—Lines 2-3: Delete “A mooring” to “berth.” and substitute:—

Mooring buoys are laid half way between Nos. 10 and 11 berths and in No. 3 berth, respectively. A mooring buoy for the use of the tug is laid in No. 14 berth.

Lines 40-41: Delete.

Page 350.—After line 10 insert:—

An ice-breaking and salvage tug is available.

Line 18: Add:—In 1949 the signal station was reported to have been destroyed.

Page 351.—Lines 10-11: Delete “privately” to “on the” and substitute:—

“is exhibited, at an elevation of 250 feet (76^m2), from a small white tower on Tengchow”

Page 352.—Line 14: For “from a white tower” read “, at an elevation of 68 feet (20^m7), from an iron framework structure”

Page 353.—After line 34 insert:—

Tidal streams.—See page 27.

Page 354.—Line 2: For “328 feet (100^m0)” read “327 feet (99^m7)”

Line 4: After “is” insert “occasionally”

Page 356.—After line 6 insert:—

Abnormal magnetic variation.—Abnormal magnetic variation was reported, in 1946, in the Gulf of Pohai.

Page 357.—Line 1: Delete and substitute:—
Chart 2653, plan of Lungkow harbour.

Line 3: For “205 feet (62^m5)” read “185 feet (56^m4)”

Line 12: For “120° 14’” read “120° 13’”

Line 13: For “**Buoys.**—” read “**Beacons.—Buoyage.**—”

Line 17: For “which partly dries” read “with depths of 6 feet (1^m8), or less, over it”

Line 19: For “cables” read “miles”

Lines 20-21: For “6 feet (1^m8)” read “5 feet (1^m5)”

Line 23: Delete “6” to “3^m0)” and substitute “5 to 9 feet (1^m5 to 2^m7)”

Line 25: After “eastward” insert “(chart 1255)”

Lines 26-28: Delete and substitute:—

Two beacons stand on marshy ground about 2½ and 3½ miles eastward of the western end of the promontory.

Page 357 continued.

Lines 29-30: *For* "and immediately southward" *read* "at the southern end"

Lines 37-42: *Delete.*

Lines 44-45: *Delete* "spar" to "balls" and *substitute* :—
"can buoys"

Line 50: *For* "close northward" *read* "in the northern part"

Page 358.—Line 1: *Delete* and *substitute* :—

Chart 2653, plan of Lungkow harbour.

After line 4 insert :—

Chart 1255.

Lines 9-10: *Delete* "A rock" to "point;" and *substitute* :—

"Two rocks, with depths of 2 fathoms (3^m7) over them, lie about 3½ miles northward and 3 miles north-eastward of this point, the position of the former rock being approximate;"

Page 359.—Line 8: *For* "Shangtung" *read* "Shantung"

Line 49: *Add* :—A bank, with a depth of 3 feet (0^m9) over it, was reported, in 1938, about 4 miles westward of the spit.

Page 361.—*After line 16 insert* :—

In 1947 extensive works were in progress on the construction of a new entrance to the river about a mile northward of the existing one; the new entrance is through a channel, marked by buoys and leading beacons, which was then being dredged to a depth of 21 feet (6^m4), and is protected by two breakwaters; the river proper is entered from this dredged channel through a lock in the vicinity of the Tide signal station. There is a wharf at the western end of the dredged channel which, in 1946, had been dredged to a depth of 8 feet (2^m4) alongside. The extent of the construction work can best be seen on the chart, but implicit reliance cannot be placed on the positions and alignment of the new dredged channel and the breakwaters.

Line 29: *Add* :—In October 1948 the maximum draught permitted was 15 feet (4^m6) at high water.

Line 33: *For* "the number" *read* "in 1938, the number"

Line 34: *Delete* "194" to "145" and *substitute* "643 as compared with 81"

Line 36: *For* "November, 1936" *read* "November, 1938"

Line 38: *For* "16.8 feet (5^m1)" *read* "15.0 feet (4^m6)"

Line 39: *For* "19.9 feet (6^m1)" *read* "22.0 feet (6^m7)"

Line 40: *For* "23.3 feet (7^m1)" *read* "25.0 feet (7^m6)"

Line 41: *For* "21.5 feet (6^m5)" *read* "27.0 feet (8^m2)"

Line 42: *For* "18.2 feet (5^m5)" *read* "22.0 feet (6^m7)"

Line 43: *For* "18.4 feet (5^m6)" *read* "21.0 feet (6^m4)"

Line 44: *For* "15.3 feet (4^m7)" *read* "20.0 feet (6^m1)"

Line 45: *For* "15.0 feet (4^m6)" *read* "17.0 feet (5^m2)"

Line 46: *For* "15.8 feet (4^m8)" *read* "18.0 feet (5^m5)"

Line 47: *For* "13.8 feet (4^m2)" *read* "17.0 feet (5^m2)"

Line 48: *For* "13.6 feet (4^m1)" *read* "17.0 feet (5^m2)"

Line 49: *For* "13.9 feet (4^m2)" *read* "16.0 feet (4^m9)"

Lines 50-52: *Delete.*

Page 362.—Lines 40-41: *Delete* "; in clear" to "seen"

Page 362 continued.

Lines 45-46: *Delete* "the drying" to "channel" and *substitute* :—
"South breakwater under construction on the southern side of the new entrance channel about $1\frac{1}{2}$ miles eastward of Taku bar front leading light"

Page 363.—Line 2: *For* "on" *read* "close northward of"

Lines 7-15: _____

Line 15: *Add* :—For ice breaker service, *see* page 370.

Line 17: *For* " $6\frac{1}{2}$ " *read* " $6\frac{1}{2}$ "

Line 22: *For* "on" *read* "close southward of"

Line 25: *After* "is" *insert* "occasionally".

Lines 28-48: *Delete* and *substitute* :—

"A black conical buoy, No. 1, and a red conical buoy, No. 2, are moored southward and northward of the leading line about 9 cables west-north-westward of the charted position of Entrance light-buoy; two similar buoys are moored a short distance on either side of the leading line about $1\frac{1}{2}$ cables farther west-north-westward.

Outer Deep Hole light-buoy, No. 3, painted red and exhibiting a *white flashing* light giving a *short flash every three seconds*, is moored on the line of Outer Deep Hole leading lights and about $3\frac{1}{2}$ miles east-south-eastward of the Tide signal station; this buoy marks the turn from Outer Deep Hole leading line on to the alignment of Inner Deep Hole leading lights.

A red conical buoy, No. 4, is moored on the northern side of the leading line about $2\frac{3}{4}$ miles south-eastward of the Tide signal station and marks the turn from the Inner Deep Hole leading line back on to the Bar leading line.

Deep Hole black spar buoy is moored nearly 2 miles south-south-eastward of the Tide signal station and marks the southern side of the fairway through Deep Hole.

Spit red conical buoy is moored on the northern side of the fairway about $1\frac{1}{2}$ miles south-south-eastward of the Tide signal station; from about the 1st of December to the 1st of March this buoy is replaced by a black spar buoy.

Lights.—Beacons.—Taku Bar "

Line 52: *For* "nearly $1\frac{1}{2}$ " *read* "near the root of South Dike about $1\frac{1}{2}$ "

Line 54: *For* "8 cables westward" *read* " $7\frac{1}{2}$ cables west-north-westward"

Page 364.—Lines 3-4: *Delete* and *substitute* :—

"bearing about 283° , lead from Taku Bar light-vessel, close southward of Entrance light-buoy, to a position about $4\frac{1}{2}$ cables eastward of Bar lightboat where the Outer Deep Hole leading lights come into line.

Outer Deep hole front light is exhibited, at an elevation of 22 feet (6^m7), from a black pyramidal beacon, on the ice dike, which extends in a south-south-easterly direction from the northern entrance point of the Hai ho, and about 5 cables south-south-eastward of the Tide signal station. The rear light is exhibited, at an elevation of 44 feet (13^m4), from a black pyramidal beacon, on the western side of the river, about $7\frac{1}{2}$ cables west-north-westward of the front light.

These two lights in line, bearing 297° , lead from the Bar leading line on to the Inner Deep Hole leading line.

Page 364 continued.

Inner Deep Hole rear light is exhibited, at an elevation of 40 feet (12^m2), from a post about 3 $\frac{3}{4}$ cables southward of the front Bar leading light; the front light is exhibited, at an elevation of 25 feet (7^m6), from a post about 3 cables eastward of the rear light; these two lights in line, bearing 268°, lead from the Outer Deep Hole leading line back on to the Bar leading line.

The new entrance channel is marked by a pair of leading beacons, the positions of which are approximate and which, in line, bear 282°; the front beacon stands about 1 $\frac{3}{4}$ miles east-north-eastward of Taku Bar front leading beacon; the rear beacon stands about 6 cables west-north-westward of the front beacon; beacons stand about half a cable northward and southward of the front beacon and these two latter beacons in line with two beacons about 11 and 12 cables west-north-westward of them, respectively, bearing 282°, mark the edges of the new channel."

Lines 17-22: *Delete.*

Line 33: *After "light-vessel" insert " ; there is a tide gauge about a cable west-south-westward of the light-vessel "*

Page 366.—Lines 6-7: *Delete " ball " to " vertically," and substitute :—*

" diamond by day, and a red light "

Line 10: *For " green ball " read " black square "*

Lines 24-30: *Delete and substitute :—*

12. Vessels navigating this river must proceed at the slowest speed necessary to keep them under command.

After line 44 insert :—

Between 1st March and 30th November, vessels awaiting pratique should anchor off the Taku bar or in Deep hole. From 1st December to 30th April, medical inspection will be carried out at Tangku; should a vessel discharge cargo outside the bar before entering the river, all persons permitted on board must remain there until the completion of the medical inspection at Tangku.

Page 370.—*After line 25 insert :—*

Signals.—The following special signals, by flags of the International Code of Signals, are in use at the port of Tientsin :—

Signal.	Meaning.
Flag Y	Ash boat wanted.
Flag L	Customs Officer wanted.
Flag G	Doctor wanted.
Flag G over a black ball	Doctor urgently wanted.
Flags NQ	Fire on board.
Flag Z	Vessel is to proceed through the International bridge.

Line 27: *For " Pilots.—" read " Pilotage.—In 1947 pilotage was compulsory for all vessels, including warships."*

Page 371.—Lines 22-23: *Delete " Fuel oil " to " quantities." and substitute :—*

A small quantity of Diesel oil is available.

Page 372.—After line 27 insert :—

Depths of 2 fathoms (3^m7) were reported, in 1947, about 7 miles southward of Tsao-fei-tien island.

Line 28 : *Delete* " **Directions.**—"

Lines 29-36 : *Delete* " Vessels " to " Along " and *substitute* :—

" **Tidal streams.**—Along "

Page 373.—Line 14 : *For* " Lat. 35° 29' N." *read* " Lat. 39° 29' N."

Line 26 : *After* " 3378 " *insert* " Chinwangtao and approaches "

Lines 27, 33-34, and 39 : *For* " Rocky point " *read* " Kinshan tsui "

Line 28 : *For* " conspicuous " *read* " white square "

Lines 34-35 : *Delete* " Liuchwang " to " point " and *substitute* :—

" Peitaiho town lies about one mile westward of Legation point and is connected by rail to the main Peiping-Mukden line."

Line 36 : *Add* :—All the hills in the vicinity are wooded. Marshal's peak, comprising three peaks about 3½ miles west-north-westward of Kinshan tsui, is 510 feet (155^m4) high and very conspicuous.

Lines 44-47 : *Delete* " In the " to " 076°."

Lines 49-50 : *Delete* " Landing " to " point." and *substitute* :—

In 1939, H.M.S. *Lowestoft* found sheltered anchorage with this flag-staff bearing 050°, distant one mile, but there is a rock awash about 8 cables west-south-westward of the flagstaff. There is a small stone breakwater, close southward of a conspicuous hotel and about 1½ miles westward of Legation point, where landing can be effected : other landing places are in a sandy cove on the western side of Legation point and at a cove close eastward of the breakwater.

Lines 53-54 : *Delete* and *substitute* :—

" **Chinwangtao wan.**—Chinwangtao wan lies between Kinshan tsui and Chinwangtao chiao "

Page 374.—Lines 1-3 : *Delete* and *substitute* :—

" *Chart 3378, Chinwangtao and approaches.*

(Lat. 39° 55' N., Long. 119° 37' E.), about 7 miles north-north-eastward and is sufficiently steep-to to "

Line 4 : *After* " easily." *insert* :—A conspicuous temple stands at the end of the cliffs, extending about 1½ miles northward from Kinshan tsui.

Lines 5, 19 and 24 : *For* " Creek point " *read* " Chinwangtao chiao "

After line 6 *insert* :—

A one-fathom (1^m8) shoal lies about 2¼ miles north-north-eastward of Kinshan tsui lighthouse.

Lines 7 and 16 : *For* " Shallow bay " *read* " Chinwangtao wan "

Lines 10 and 22 : *For* " Rocky point " *read* " Kinshan tsui "

Line 14 : *Delete* and *substitute* :—

Chart 3378, plan of Chinwangtao road.

Line 29 : *After* " promontory " *insert* " ; the hill has an elevation of 88 feet (26^m8) and a water tower stands on it "

Line 32 : *Add* :—A water tower stands nearly 2½ cables north-westward of Haze hill. Two other water towers stand about a cable and 3½ cables west-north-westward of Haze hill, the western one being 75 feet (22^m9) high ; a conspicuous house stands nearly midway between these two water towers.

Light.—A light is exhibited, at an elevation of 105 feet (32^m0), from a circular stone tower on Chinwangtao chiao.

Page 375.—Line 1: *Delete and substitute :—*
Chart 3378, plan of Chinwangtao road.

Lines 2-4: *Delete "27 feet" to "tide." and substitute :—*
"28 feet (8^m5), in 1946, on or near the leading line in the approach channel."

Lines 9-10: *For "both berths is 20 feet (6^m1)" read "No. 1 berth is 19 feet (5^m8) and alongside No. 2 berth 18 feet (5^m5)"*

Lines 13-14: *Delete "6 and 7" to "(8^m8)" and substitute :—*
"5, 6 and 7 berths is 28 feet (8^m5)"

Lines 25-29: *Delete "Lights.—" to "exhibited" and substitute :—*
"Lights.—Beacons.—A light is exhibited on the head of the pier. A light is exhibited, at an elevation of 44 feet (13^m4)"

Page 376.—*After line 18 insert :—*

Vessels requiring the assistance of a tug should sound four short blasts on their whistle.

The anchor on the side of the vessel away from the berth must be stowed inboard.

Line 50: *Add :—*In 1946 it was reported to be unfit for drinking.

After line 52 insert :—

Two 10-ton and three 5-ton mobile cranes are available.

Page 377.—Line 1: *Delete and substitute :—*
Chart 3378, plan of Chinwangtao road.

After line 2 insert :—

A tug is available.

Line 5: *For "Chefoo" read "Hong Kong"*

Line 6: *Delete and substitute :—*

Chart 3378, Chinwangtao and approaches.

Line 7: *For "Creek point and Shoal point" read "Chinwangtao chiao and Shihho Pi"*

Lines 11-12: *Delete "from" to "point" and substitute :—*
"3 fathoms (5^m5), or less, extends about a mile southward from Shihho Pi"

Lines 16, 18, 33 and 39: *For "Shoal point" read "Shihho Pi"*

Lines 38, 44 and 47: *For "Temple head" read "Huanhaishihti tsui"*

Line 42: *For "Needle rock" read "Chianghufen"*

Line 52: *For "Mount Fisher" read "Nan shan"*

Lines 52-53: *For "Temple point" read "Huanhaishihti tsui"*

Line 54: *Delete and substitute :—*

"San shan, 2,351 feet (716^m6) high, and Tahu shan,"

Page 378.—Line 2: *Delete and substitute :—*
"2,137 feet (651^m4) high, lies about 10 miles eastward of San shan."

Line 3: *For "Mount Fisher" read "Nan shan"*

Line 5: *For "Temple head" read "Huanhaishihti tsui"*

Line 12: *For "Cruizer shallows" read "Santao banks"*

Line 29: *Delete "28'" to "(54^m9)" and substitute "26' E.), is smooth, round, 185 feet (56^m4)"*

Line 31: *For "263 feet (80^m2)" read "267 feet (81^m4)"*

Line 33: *For "200 feet (61^m0)" read "205 feet (62^m5)"*

Line 38: *For "southward" read "northward"*

Page 378 continued.

Line 41 and elsewhere: For "Warren point" read "Changshansze chiao"

Page 379.—Line 8 and elsewhere: For "South Ningyuan point" read "Nansingcheng chiao"

Line 11: For "536 feet (163^m4)" read "539 feet (164^m3)"

Lines 14-15 and elsewhere: For "North Ningyuan point" read "Peisingcheng chiao"

Line 25: For "Mount Clarence" read "Heifeng shan"

Page 380.—After line 32 insert:—

Chart 2653, plan of Hulutao harbour.

Line 33: After "harbour.—" insert "Lights.—D.F. station.—
Port facilities.—Weather.—"

Lines 37-43: Delete and substitute:—

"foul ground extends about 6 cables eastward; on the eastern end of the foul ground lies Tatsiulow, a reef which dries up to 6 feet (1^m8) and on the southern end of which is a rock 2 feet (0^m6) high; an isolated 7-foot (2^m1) patch lies about 1½ cables south-eastward of the 2-foot (0^m6) rock.

A light is exhibited, at an elevation of 423 feet (128^m9), from a white circular concrete tower, 33 feet (10^m1) in height, on the eastern extremity of Hulutao promontory.

Hulutao harbour, on the southern side of the promontory, was under construction, in 1944, when the outer breakwater had been extended in a 105° direction to a point about 9¼ cables west-south-westward of the promontory light, and a spar buoy marked the eastern end of the works in progress. The area northward of the extended breakwater, in the approach to a wharf, had been dredged to depths of from 19 to 29 feet (5^m8 to 8^m8).

A light is exhibited, at an elevation of 28 feet (8^m5), from a white square steel structure, 33 feet (10^m1) in height, on the head of the breakwater.

It was reported, in 1946, that there were 1,500 feet (457^m2) of berthing space along the western side of the breakwater, with a depth of 27 feet (8^m2); and a further 3,800 feet (1,158^m2) alongside two piers extending eastward from the breakwater, with depths of from 19 to 30 feet (5^m8 to 9^m1).

The harbour limits are indicated by pecked lines on the chart.

It was reported, in 1946, that two Japanese pilots were available.

Fresh water is laid on to all the berths which are also connected with the railway system.

During the spring and summer the prevailing winds are southerly to south-westerly, moderate to fresh in strength; occasionally, in summer, easterly winds are experienced and, if they attain much strength, vessels alongside are obliged to proceed to an anchorage.

The winter is severe for a short period, ice commencing to form about the third week in December and before the month closes the harbour is usually frozen over until the beginning of March, being open to shipping again about the second week of that month."

After line 45 insert:—

In 1939 a D.F. station was established, experimentally, about 11 cables west-north-westward of the lighthouse.

Chart 1256.

Page 380 continued.

Line 46: *For* " (Kin-cho) bay " *read* " wan "

Line 50: *Delete* " (Ti-kia-tsung) "

Line 51: *Delete* " (Kin cho) "

After line 54 insert:—

Chart 2653, plan of Hulutao harbour.

Kuei shan, 61 feet (18^m6) high, with a 39-foot (11^m9) rock close eastward of its southern extremity, lies about 6 cables west-north-westward of the northern extremity of Hulutao promontory.

Page 381.—Lines 11 and 15: *For* " Gulf hill " *read* " Haiwan shan "

Line 35: *For* " 37 feet (11^m3) " *read* " 49 feet (14^m9) "

Page 384.—Line 42: *For* " Light " *read* " Lights "

Page 385.—*After line 12 insert:—*

A light, for the use of aircraft, is exhibited, at an elevation of 652 feet (198^m7), from an iron framework tower, 36 feet (11^m0) in height, about 3½ miles east-north-eastward of the above light.

Line 41: *After* " is " *insert* " periodically "

Line 47: *After* " southward." *insert:—*On its western side is Seichu tō signal station.

Page 387.—Line 13: *For* " Buoys.—" *read* " Light.—Buoyage.—"

Line 35: *After* " is " *insert* " periodically "

After line 37 insert:—

A black cask buoy, No. 1, is moored about 4½ cables north-north-eastward of Gaisō tashi lighthouse; the buoy is removed during the ice season.

Page 388.—Line 4: *After* " light-buoy," *insert* " No. 2,"

After line 16 insert:—

A pillar light-buoy, No. 4, painted red and exhibiting a red flashing light every five seconds, is moored on the eastern side of the channel about 6½ cables northward of Neishwang towitze; the light-buoy is removed during the ice season.

Page 392.—Line 31 and elsewhere: *For* " Ping chiao (Glacis point) " *read* " Takowtsuitze "

Lines 33 and 34: *For* " south-westward " *read* " south-eastward "

Line 48: *For* " 7 feet (2^m1) " *read* " one foot (0^m3) "

Lines 50-51: *For* " Hsi lan chiao (Maxwell point) " *read* " Taiping chiao "

Line 54: *For* " Sandy head " *read* " Pehsha shan "

Page 393.—Line 2: *For* " 400 feet (121^m9) " *read* " 405 feet (123^m4) "

Line 3: *For* " Bittern shallows " *read* " Rika-shō "

Line 20: *For* " Bittern shallows.—Bittern shallows " *read* " Rika-shō.—Rika-shō or Bittern shallows "

Page 394.—Line 47: *Add:—*It was reported, in 1946, that only one pilot, a Japanese, was available.

Page 395.—Line 11: *After* " channel.—" *insert* " Obstruction.—Shoal.—"

Page 395 continued.

After line 16 insert :—

In 1947 an obstruction was reported on the leading line nearly $2\frac{1}{4}$ miles west-south-westward of No. 10 beacon on the seaward end of the eastern training wall.

A shoal, with a depth of 10 feet (3^m0) over it, was reported in 1948 close south-eastward of the leading line about $2\frac{3}{4}$ miles west-south-westward of the head of the eastern training wall.

Page 397.—Line 12: *Add* :—A black spar buoy is moored on the western side of the channel about a mile west-south-westward of the beacon.

Lines 39-40: *For* "Navigation Control office" *read* "Yingkow Navigation Office"

Line 48 to the end of the page: *Delete and substitute* :—

Depth signals, by day, similar to those in the diagram facing this page, when displayed from the eastern and western yardarm, respectively, of the radio mast at the Yingkow Navigation Office, and from the western and eastern yardarm of the Bar signal station, indicate the depth inside the harbour.

In addition to these signals, a depth of 24 feet (7^m3) is indicated by four balls in two horizontal pairs, vertically disposed, at the northern yardarm and two balls, vertically disposed, at the southern yardarm and a depth of 25 feet (7^m6) by three balls at the southern yardarm, two of them vertically disposed.

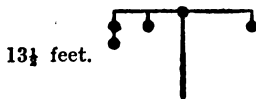
In the diagram, *delete* the signals for 6 and 7 feet.

Signals are made by black balls by day and by *white* lights at night.

A black ball, by day, and a *white* light, at night, at the masthead, indicates high water.

A *green* light, at night, at the masthead, indicates low water.

An additional black ball, by day, at the centre of the yard, indicates an additional 6 inches of depth, *e.g.* :—



Page 398.—Lines 2-7: *Delete.*

Line 27: *For* "three *white* lights" *read* "a *red* and a *green* light, 6 feet (1^m8) apart,"

After line 35 insert :—

If the dredger sounds several short blasts on her siren, vessels must stop immediately and remain stopped until she sounds a long blast.

Line 38: *Delete* "passing" to "dredger" and *substitute* "must not pass the dredger within a distance of 75 yards (68^m6) and"

After line 39 insert :—

(d) If the dredger is working at night near the line of No. 4 leading lights, vessels passing her must do so on the line of those lights or eastward of that line.

Line 52: *After* "taken" *insert* "to avoid the obstruction and the 10-foot (3^m0) patch about $2\frac{1}{4}$ and $2\frac{3}{4}$ miles west-south-westward, respectively, of the head of the eastern training wall and also"

Page 400.—Lines 9-36: *Delete and substitute* :—

Vessels must receive a berth allocation from the Customs authorities before entering harbour.

Page 400 continued.

Vessels must not shift berth without permission, except due to stress of weather or for the safety of the vessel.

Vessels about to enter harbour, carrying an excessive amount of dangerous cargo, must display, by day, flag B of the International Code of Signals; at night, a *red* light must be exhibited.

To summon assistance, vessels must sound their whistle, siren or fog horn continuously, and, by day, display flags NO of the International Code of Signals; at night, they must signal by star shells, rockets, etc.

Page 401.—*After line 15 insert :—*

There is a radio station, *see* page 42.

After line 19 insert :—

D.F. station.—In 1939, a D.F. station was established, experimentally, about 3 cables eastward of the China Customs house.

Page 402.—Line 28 : *For* “ 208,331 in 1930 ” *read* “ 207,219 in 1935 ”

Lines 38-39 : Delete and substitute :—

There is a telephone system on the island.

Radiobeacon.—There is a radiobeacon at Saishi yū.

Page 403.—Line 9 : *After* “ **Light.**— ” *insert* “ **Fog signal.—**
Radio D.F. station.— ”

Line 34 : *For* “ 20 feet (6^m1) ” *read* “ 26 feet (7^m9) ”

After line 35 insert :—

A fog signal is sounded from, and there is a radio D.F. station at Mara tō lighthouse.

Page 405.—Line 8 : *After* “ column ” *insert* “ on a concrete base,”

Page 407.—Line 25 : *After* “ **Lights.—** ” *insert* “ **Fog signal.—**
Radiobeacon.—D.F. station.— ”

Line 36 : *For* “ 20 feet (6^m1) ” *read* “ 27 feet (8^m2) ”

Line 39 : *Delete* “ W/T ” to “ transmitted ” and *substitute* “ radio-beacon is operated ”

Page 411.—Line 50 : *For* “ 20 feet (6^m1) ” *read* “ 27 feet (8^m2) ”

Page 414.—Lines 28-29 : *Delete* “ 37 feet ” to “ base ” and *substitute* :—

“ 38 feet (11^m6) from a red circular tower on a concrete base, 42 feet (12^m8) in height ”

Line 34 : *For* “ 54 feet (16^m5) ” *read* “ 55 feet (16^m8) ”

Line 35 : *For* “ 23 feet (7^m0) ” *read* “ 24 feet (7^m3) ”

Page 417.—Line 30 : *For* “ 40 feet (12^m2) ” *read* “ 46 feet (14^m0) ”

Page 421.—Line 21 : *Delete* “ (Myangoru group) ”

Line 30 : *Delete* “ (Chu dō) ”

Line 39 : *After* “ **signal.—** ” *insert* “ **Radiobeacon.—D.F. station.—** ”

Line 40 : *For* “ 20 feet (6^m1) ” *read* “ 30 feet (9^m1) ”

Page 421 continued.

After line 42 insert :—

There is a radiobeacon, and a D.F. station, at the lighthouse.

Page 424.—Line 15 : After “ Light.—” insert “ Radiobeacon.—
D.F. station.—”

Line 16 : For “ 25 feet (7^m6) ” read “ 36 feet (11^m0) ”

After line 18 insert :—

There is a radiobeacon, and a D.F. station, at the lighthouse.

After line 36 insert :—

A bank, with a depth of 18 fathoms (32^m9) over it and which has not been examined, was reported, in 1946, about 13 miles east-south-eastward of the south-eastern extremity of Shō Kokuzan tō ; it is considered that there may be less depth in the vicinity.

Page 432.—Line 19 : For “ Ko (Koi) tō ” read “ Radiobeacon.—
D.F. station.—Ko tō ”

Line 51 : For “ 33 feet (10^m1) ” read “ 46 feet (14^m0) ”

After line 52 insert :—

There is a radiobeacon, and a D.F. station, at the lighthouse.

Page 434.—Line 1 : Delete and substitute :—

Charts 3392, 3365.

Line 3 : Delete “ (Kodori tō) ”

Line 25 : For “ 22 feet (6^m7) ” read “ 39 feet (11^m9) ”

Line 27 : Add :—In 1947 this light was reported to have been destroyed.

Line 42 : Delete and substitute :—

Charts 3392, 3365, 913.

Line 49 : Delete “ (Hautei) ”

Page 435.—Line 1 : Delete and substitute :—

Charts 3392, 3365, 913.

Line 5 : Delete “ (Hau) ”

Line 9 : Delete “ (Moj) ”

Line 18 : Delete “ (Eagle island) ”

Line 20 : For “ 579 feet (176^m5) ” read “ 582 feet (177^m4) ”

Line 23 : Delete “ (Toppuru) ”

Line 52 : Delete “ (Chaaon) ”

Page 436.—Line 1 : Delete and substitute :—

Charts 3392, 3365, 913.

Line 5 : Delete “ (Stony Bluff) ”

Line 10 : Delete “ (Amutei) ”

Lines 21-22 : Delete “ (Kamaku somu) ”

Line 24 : Delete “ (S. Kamakui somu bank) ”

Line 29 : Delete “ (N. Kamakui somu bank) ”

Line 33 : Delete “ (South Rocky islet) ”

Line 35 : Delete “ (North Rocky islet) ”

Line 41 and elsewhere : For “ Kunsōnyo ” read “ Kunsō nyo ”

Line 45 : For “ Chyaasōnyo ” read “ Chāsō nyo ”

Page 437.—Line 1 : Delete and substitute :—

Charts 3392, 3365.

Line 22 : Delete “ (Clett island) ”

Page 437 continued.

Line 31: For " 144 feet (43^m9) " read " 146 feet (44^m5) "

Line 52: Delete " (Shia pata) "

Page 440.—Line 1: Delete and substitute:—

Charts 3392, 3365.

Page 441.—Line 1: Delete and substitute:—

Charts 3392, 3365.

Line 2: For " 88 feet (26^m8) " read " 90 feet (27^m4) "

Line 32: For " **Light.**—Jiga kai (Shia pata) " read " **Light.**—

Jiga kai "

Line 36: Delete " (Chagusan) "

Line 48: Delete " (Kiisaa) "

Page 442 —Line 1: Delete and substitute:—

Charts 3392, 3365.

Line 8: Delete " (Jiihaa) "

Line 14: For " 25 feet (7^m6) " read " 32 feet (9^m8) "

Line 18: For " 4 feet (1^m2) " read " 3 feet (0^m9) "

Line 28: _____

Line 37: Delete " (Purumukii) "

Line 43: For " 3 fathoms " read " 17 feet (5^m2) "

Line 45: For " Lat. 34° 46' N." read " Lat. 34° 45' N." "

Page 443.—Line 1: Delete and substitute:—

Charts 3392, 3365.

Line 30: Delete and substitute:—

Chart 3392.

Line 36: Delete " (Pichi) "

Line 41: Delete " (Hosa group) "

Line 50: Delete " (Punan group) "

Line 51: Delete " (Punan) "

Page 444.—Line 1: Delete and substitute:—

Chart 3392.

Line 8: Delete " (Kari) "

Line 15: Delete " (Kunnoroku) "

Line 19: For " 3-fathom (5^m5) " read " 17-foot (5^m2) "

Line 30: Delete " (Teikakuri) "

Line 35: Delete " (Yeichaa) "

Line 37: Delete " (Hanton) "

Line 42: Delete " (Hokkaru) "

Line 51: Delete " (Cheion) "

Line 53: For " Nishi suidō " read " Zaien Nishi suidō "

Line 54: For " Higashi " read " Zaien Higashi "

Page 445.—Line 1: Delete and substitute:—

Chart 3392.

Line 10: For " Nishi suidō " read " Zaien Nishi suidō "

Line 14: Delete.

Line 15: Delete " (Mion to channel) "

Line 24: Delete " (Hujin) "

Line 36: For " 118 feet (36^m0) " read " 120 feet (36^m6) "

Line 41: Delete " (Aapai) "

Line 45: Delete " (Sogukoguii) "

Page 446.—Line 1: *Delete and substitute :—*
Charts 3392, 913, 3365.

Line 14: *Delete* “ (Yongan peninsula) ”

Line 39: *For* “ 19 feet (5^m8) ” *read* “ 24 feet (7^m3) ”

Page 448.—Line 22: *After* “ **kō.**—” *insert* “ **Shoal.**—”

After line 32 *insert* :—

A shoal, with a depth of 4½ fathoms (8^m2), lies near the centre of the harbour about 4 cables north-eastward of the north-eastern extremity of Kōge tō.

After line 52 *insert* :—

Another chimney, about 1½ cables north-eastward of Nan kaku, is also conspicuous.

Page 449.—*After* line 8 *insert* :—

Beacons.—A beacon stands on Nan kaku.

A beacon stands on the northern side of the north-western extremity of Reigan hantō, about 1¼ cables east-south-eastward of Muka tō lighthouse.

Line 37: *Add* :—Deep draught vessels should avoid the 4½-fathom (8^m2) patch situated about 4 cables north-eastward of the north-eastern extremity of Kōge tō.

Page 450.—Line 38: *For* “ a vessel ” *read* “ two vessels ”

Lines 42-43: *Delete* “ , and ” to “ 42) ”

Line 54: *Delete and substitute* :—

“ was 68,531 in 1939.”

Page 451.—Line 1: *Delete and substitute* :—
Chart 3392.

Line 9: *Delete* “ (Su To channel) ”

Line 12: *Delete* “ (Su) ”

Line 30: *For* “ 247 feet (90^m5) ” *read* “ 296 feet (90^m2) ”

Line 39: *Delete* “ (Imu chui peninsula) ”

Lines 42-43: *Delete* “ (Hampyon bay) ”

Page 452.—Line 1: *Delete and substitute* :—
Charts 3392, 913.

Line 9: *Delete and substitute* :—

“ to Kanhei wan, is an islet, 80 feet (24^m4) high, with a conspicuous ”

Line 23: *Delete* “ (Kakuri bank) ”

Line 37: *Delete* “ (Teikakuri) ”

Line 45: *Delete* “ (Nakuoru bank) ”

Page 453.—Line 1: *Delete and substitute* :—
Charts 3392, 913.

Page 454.—Line 28: *After* “ **Hōseiho kō.**—” *insert* “ **Light.**—”
After line 48 *insert* :—

A light is exhibited, at an elevation of 236 feet (71^m9), from a structure 23 feet (7^m0) in height, on the northern side of the creek, just inside the entrance.

Page 458.—Line 46: —————

Page 460.—Lines 28-29: *Delete* “one” to “(4^m6)” and *substitute* :—

“1½ miles westward of Hiyō tō; it marks the eastern side of a shoal, with a depth of 2½ fathoms (4^m1) over it, lying outside the coastal bank nearly 2 miles westward of Hiyō tō”

Lines 31-32: *Delete* and *substitute* :—

“A rock, which dries 9 feet (2^m7), lies nearly ”

Lines 35-46: *Delete* and *substitute* :—

“A shoal lies on the southern side of the fairway about 7 cables north-eastward of the north-western point of Oshiki tō; a rock, which dries about one foot (0^m3), lies about one mile north-eastward of the same point.

A shoal, with a depth of 2½ fathoms (4^m6) over it, lies on the northern side of the fairway about 1½ miles north-eastward of the north-western point of Oshiki tō; on the southern side of the fairway, between this shoal and Oshiki tō, is a detached ”

Lines 49-51: *Delete* “light” to “lying” and *substitute* :—

“rock, which dries 14 feet (4^m3), lies ”

Lines 53-54: *Delete* and *substitute* :—

“A rock, which dries one foot (0^m3), lies about ”

Page 461.—Lines 4-21: *Delete* and *substitute* :—

Rocks lie about 4 cables north-north-westward of Nyuji tō and 3 cables south-eastward of Zenbō san.

A large shoal lies on the northern side of the fairway south-eastward of Zenbō san, the eastern end of it being about half a mile north-westward of Dō matsu, the point at the north-western end of the city of Gunzan.

In 1946 the channel was marked by light-beacons and buoys, the outer buoy, marking the 2½-fathom (4^m6) shoal westward of Hiyo tō, being a light-buoy exhibiting a *white flashing light every three seconds*.

After line 41 insert :—

Pilots.—Pilots are available on early request to the Port Director at Gunzan. Pilotage waters commence off Hiyo tō. Vessels are recommended to employ one.

Lines 47-49: *Delete* “If” to “stream.” and *substitute* :—

In 1946 vessels could only enter in daylight and between 3 hours before and 3 hours after high water.

Page 462.—Lines 26-34: *Delete*.

Page 463.—Line 18: *For* “1935” *read* “1940”

Line 19: *For* “41,698” *read* “about 40,000”

Page 464.—Line 23: *For* “41 feet (12^m5)” *read* “52 feet (15^m8)”

Page 474.—*After line 4 insert* :—

A rocky shoal with a depth of 1½ fathoms (2^m7) was, in 1945, reported to lie about a mile north-north-westward of Gai-Hasui tō.

Page 475.—Line 3: *For* “50 feet (15^m2)” *read* “56 feet (17^m1)”

After line 3 insert :—

A fog signal is sounded from the lighthouse.

Page 475 continued.

Line 28: *Add*:—A rock, the position of which is approximate, was, in 1945, reported to lie about three-quarters of a mile northward of Kaki sho.

Line 45: *For* "31 feet (9^m4)" *read* "42 feet (12^m8)"

Page 479.—Line 46: *For* "Light" *read* "Lights"

Page 480.—Line 5: *For* "19 feet (5^m8)" *read* "25 feet (7^m6)"

Lines 6-7: *Delete* "A fog" to "125° 47' E.)."

Page 481.—*After* line 7 *insert*:—

A light is exhibited, at an elevation of 526 feet (160^m3), from a white circular concrete structure, 31 feet (9^m4) in height, on the north-western extremity of Zenbi tō

Line 30: *After* "Lights" *insert* " , beacons "

Line 31: *Prefix* "Fog signal.—"

Lines 35-38: *Delete* "A" to "drag."

Line 36: _____

Page 482.—Line 7: *For* "40 feet (12^m2)" *read* "49 feet (14^m9)"

After line 9 *insert*:—

A fog signal is sounded from the lighthouse.

Line 26: *For* "40 feet (12^m2)" *read* "18 feet (5^m5)"

After line 51 *insert*:—

Two leading beacons, about 5 cables apart, stand on the south-western side of Reikō tō; each consists of a post with an orange-coloured triangular daymark, on a white base, 24 feet (7^m3) in height.

Page 483.—Lines 2-3: *For* "40 feet (12^m2)" *read* "18 feet (5^m5)"

Line 15: *For* "26 feet (7^m9)" *read* "32 feet (9^m8)"

Page 484.—Line 24: *Delete* "Light-buoy.—"

Lines 38-40: *Delete*.

Page 485.—Line 31: *For* "485" *read* "503"

Page 487.—Line 42: *For* "Light" *read* "Lights"

Line 43: *For* "93 feet (28^m3)" *read* "95 feet (28^m7)"

Line 44: *For* "31 feet (9^m3)" *read* "42 feet (12^m8)"

After line 45 *insert*:—

A light, the position of which is approximate, is exhibited, at an elevation of 52 feet (15^m8), from a red, circular, concrete structure on Seitō Gan.

A light is exhibited on the eastern side of Chakuyaku tō.

Line 48: *For* "3" *read* "3 $\frac{3}{4}$ "

Lines 51-53: _____

Line 52: *Delete* "No. 2,"

Line 53: *For* "sandbank" *read* "end of the breakwater"

Page 488.—Lines 2-3: *Delete*.

Line 15: _____

After line 19 *insert*:—

In 1947 there was a depth of only 10 feet (3^m0) in the entrance channel and silting was expected.

Page 488 continued.

After line 45 insert :—

A conical light-buoy, No. 2, which in 1949 was unlit, painted red, is moored on the south-eastern side of the entrance channel about $2\frac{1}{4}$ cables southward of Shō-Gat-subi to lighthouse.

Page 489.—After line 6 insert :—

In December 1947 pilots were not available off An tō and I tō and vessels were then advised to arrive off An tō at daybreak and to enter by Higashi suidō.

Line 26 : Delete "light-buoy"

Lines 31-32 : Delete "again" to "bearing" and substitute :—
"with the beacons on the south-western side of Reikō tō in line, ahead, bearing about"

Lines 47-48 : Delete "is in line" to "021°" and substitute :—
"bears 021°, when keep it so"

Page 490.—Line 41 : For "36° 58' S." read "36° 58' N."

After line 44 insert :—

In December 1947 it was reported that pilots were not available at I tō or An tō.

Page 491.—Lines 37-39 : Delete "Water" to "water-boats" and substitute :—

"Fuel oil pipes and water pipes are laid at the tidal basin, but, in 1947 supplies were not available"

Lines 46-47 : Delete and substitute :—

Good hospital accommodation is available at Seoul.

Page 492.—Lines 7-8 : Delete and substitute :—

In 1936, a total of 1,518 steam vessels, with an aggregate of 1,525,040 tons, entered the port ; in 1939 the tonnage reached about 2,500,000.

Line 14 : Delete and substitute :—

In 1940 the population was 171,165.

Page 493.—Line 4 : Delete.

Page 505.—Line 2 : For "Light" read "Lights"

Line 40 : After "tides." insert :—A light is exhibited, at an elevation of 38 feet (11^m6), from a black circular concrete structure, 52 feet (15^m8) in height, on the north-eastern extremity of Ga gan.

Line 43 : After "Chōzai." insert :—Hari shō light is exhibited, at an elevation of 40 feet (12^m2) from a red circular concrete structure, 52 feet (15^m8) in height, on the northern extreme of the islet of that name situated about $1\frac{1}{4}$ miles northward of Chōzai.

Page 506.—Lines 15-16 : For " $1\frac{1}{4}$ miles south-eastward" read "2 miles south-south-eastward"

Line 24 : After "Keitei tō." insert :—It is marked by a light, exhibited, at an elevation of 35 feet (10^m7), from a black circular concrete structure, 52 feet (15^m8) in height.

Line 30 : After "Kaishū wan," insert "is an open port and"

Page 510.—Line 54 : After "Light.—" insert "Fog signals.—"

Page 511.—Line 17 : For "33 feet (10^m1)" read "42 feet (12^m8)"

Line 19 : Add :—A fog signal is sounded from the lighthouse.

Page 514.—After line 39 insert :—

A $3\frac{1}{2}$ -fathom (6^m4) patch lies about 4 cables northward of the eastern extremity of Dai tō.

Page 515.—Line 10 : After “banks.—” insert “Buoy.—”

After line 13 insert :—

Charts 1257 and 1656.

Line 14 : For “ $1\frac{1}{2}$ to 5 fathoms (2^m3 ” read “a quarter of a fathom to 5 fathoms (0^m5 ”

Line 17 : Add :—A detached 4-fathom (7^m3) patch lies off the eastern side of Hanare su about 2 miles north-north-eastward of its southern extremity.

A conical buoy, painted in red and white horizontal bands, the position of which is approximate, marks the eastern side of the northern end of Hanare su, as defined by the 3-fathom (5^m5) line.

Line 19 : After “Light.—” insert :—Buoy.—Caution.—Owing to extensive shoaling on the banks in the approaches to Daidō kō (Ping-yang inlet), chart 1656 must be used with caution.

Line 20 : For “(Cho da)” read “(Cho tō)”

Line 21 : For “A” read “Gai shū, a”

Lines 24-26 : Delete and substitute :—

“of from three-quarters of a fathom to $3\frac{1}{4}$ fathoms (1^m4 to 5^m9) extends about 5 miles south-westward from a position about $1\frac{1}{4}$ miles west-south-westward of the eastern extremity of the island. A red spherical buoy marks the south-western extremity of the ridge and between the northern extremity of the ridge and Shō tō is a channel about $2\frac{1}{2}$ cables wide with a depth of about $4\frac{3}{4}$ fathoms (8^m7) in it. Detached patches, with depths of $3\frac{1}{2}$ and $4\frac{3}{4}$ fathoms (5^m9 and 8^m7) over them, lie eastward and north-eastward of the southern end of the ridge ; their positions can best be seen on chart 1257.”

Line 31 : For “302 feet (92^m0)” read “308 feet (93^m9)”

Line 32 : For “22 feet (6^m7)” read “32 feet (9^m8)”

Line 35 : After “Dangers.—” insert “Buoy.—”

Page 516.—Line 14 : After “saki.” insert :—A red can buoy, the position of which is approximate, marks the south-western side of Banjō shō.

After line 23 insert :—

The southern end of this bank is named Naniwa shoal.

After line 27 insert :—

A depth of 10 fathoms (18^m3) lies about $7\frac{1}{2}$ miles north-westward of Sei tō and, in 1945, shoaler depths were reported to extend about $2\frac{1}{2}$ miles north-north-eastward of this depth.

Page 517.—Line 7 : For “129 feet (39^m3)” read “137 feet (41^m8)”

Line 8 : _____

Line 34 : For “if” read “it”

Page 519.—Line 8 : For “122 feet (37^m5)” read “131 feet (39^m9)”

Line 9 : _____

Line 18 : For “56 feet (17^m1)” read “65 feet (19^m8)”

Line 30 : For “198 feet (61^m0)” read “207 feet (63^m1)”

Line 31 : _____

Page 519 continued.

Lines 40-42: *Delete* " , elevated " to " about half " and *substitute* :—
" is situated about a quarter of "

Line 49: *For* " **Light** " read " **Lights** "

Page 520.—Lines 6-7: *Delete* " ; a beacon " to " bay "

Line 11: *For* " 105 feet (32^{m0}) " read " 113 feet (34^{m4}) "

After line 13 *insert* :—

Bachishin light is exhibited, at an elevation of 157 feet (47^{m8}), from a white square concrete tower, 22 feet (6^{m7}) in height, on the point on the northern shore about 4¼ miles east-north-eastward of Gori ho lighthouse.

Lines 37-38: *Delete* " occasionally " to " winter " and *substitute* :—
" liable to be closed by drift ice for a period up to three weeks during January and February ; the ice arrives at Chinnanpo not more than ten days after the upper reaches of the river are frozen over and water vapour rising from the whole surface of the river is a warning of its immediate approach "

Line 49: *Add* :—Reclamation work was, in 1937, in progress, in the bay.

Page 521.—Line 11: *For* " has " read " was reported, in 1943, to have "

Line 14: *After* " side ; " *insert* " in addition, two 6,000-ton vessels can be loaded at the coal wharf on the western side ; "

Lines 27-28: *Delete* " 57 " to " (10^{m4}) " and *substitute* :—

" 67 feet (20^{m4}), from a white hexagonal concrete structure, with a turret and cylindrical tank, 36 feet (11^{m0}) "

Line 28: _____

Lines 30-31: *Delete*.

Page 523.—Line 9: *For* " 50,512 in 1935 " read " 68,676 in 1940 "

Line 20: *For* " lights " read " lighters "

Line 24: *Delete* and *substitute* :—

There is a Japanese hospital.

Line 30: *Delete* " There " to " 48. "

Line 36: *Delete* and *substitute* :—

" In 1937 a total of 905 steam vessels, with an aggregate of 1,063,108 tons entered the "

Page 525.—Line 4: *Delete* and *substitute* :—
" was about 25,000 in 1939. "

Line 16: *After* " ironworks. " *insert* :—Several cantilever cranes and others, of from 2 to 5 tons capacity, are available.

Page 527.—Line 35: *After* " **Channels.** " *insert* " **Buoyage.** " "

Line 44: *Delete* " , with " to " (9^{m1}) " and *substitute* " (chart 1656), with a least depth of 3½ fathoms (6^{m9}) "

Line 46: *Add* :—A red spherical buoy, the position of which is approximate, marks the northern end of Kita no Hanare su, as defined by the 6-fathom (11^{m0}) line.

Charts 1257 and 1656.

After line 50 *insert* :—

A red spherical buoy, the position of which is approximate, is moored near the 6-fathom (11^{m0}) line on the southern end of Nishi no su.

Page 529.—Line 5: *After* “ Rō tō.” *insert* :—A $4\frac{1}{2}$ -fathom (8^m2) sandy patch lies about $3\frac{1}{2}$ miles west-north-westward of Rō tō.

Page 530.—Lines 5-6: *For* “ 3 fathoms (5^m5) on ” *read* “ one fathom (1^m8) about one mile north-north-eastward of ”

Line 22: *For* “ 70 feet (21^m3) ” *read* “ 78 feet (23^m8) ”

Page 536.—Lines 2-5: *Delete and substitute* :—

Caution.—Owing to alterations in the banks and channels, the positions of the buoys and beacons are subject to frequent change without announcement.

When the river is closed to navigation by ice, the lights are extinguished and the buoys removed; the buoys may also be removed when the river is in flood.

Vessels should, therefore, not attempt to navigate the river without a pilot.

Line 13: *For* “ Pilotage is optional.” *read* “ Vessels should not attempt to navigate the river without a pilot.”

Line 24: *Delete* “ (Tsonguru somu) ”

Line 25: *Delete and substitute* :—

“ pointed summit 234 feet (71^m3) high; a reddish rock 27 feet (8^m2) ”

Line 28: *For* “ 132 feet (40^m2) ” *read* “ 138 feet (42^m1) ”

Line 30: *Delete* “ (Shurerii) ”

Line 34: *For* “ the ” *read* “ Ban su, an ”

Line 35: *Delete* “ practically ”

Line 37: *Delete* “ by Ban su, a shoal ”

Line 39: *Delete* “ (Kurumi) ”

Line 41: *Delete* “ (Pyoku) ”

Line 42: *Delete* “ (Katchiri) ”

Line 44: *Delete* “ (Tasarugi) ”

Line 52: *Delete* “ (Chaakun-tasarugi) ”

Page 537.—Line 2: *Delete* “ (Saajaayomu) ”

Lines 2-3: *For* “ 250 feet (76^m2) ” *read* “ 260 feet (79^m2) ”

Line 6: *Delete* “ (Kanondori) ”

Line 8: *Delete* “ (Bunbegi) ”

Line 12: *For* “ 172 feet (52^m4) ” *read* “ 173 feet (52^m7) ”

Line 18: *Delete* “ (Tokuchon) ”

Line 20: *For* “ 69 feet (21^m0) ” *read* “ 72 feet (21^m9) ”

Line 21: *For* “ 55 feet (16^m8) ” *read* “ 58 feet (17^m7) ”

Line 24: *For* “ 34 feet (10^m4) ” *read* “ 39 feet (11^m9) ”

Lines 27-29: *Delete and substitute* :—

Lights.—**Buoyage.**—A light is exhibited, at an elevation of 166 feet (50^m6), from a white circular concrete tower, 27 feet (8^m3) in height, on Sui-un tō.

A light is exhibited, at an elevation of 92 feet (28^m0), from a white square concrete structure on Un tō.

Line 35: *Add* :—*See* caution on page 536.

Line 36: *After* “ byōchi ” *insert* “ , which is an open port (see page 43), the limits of which are indicated on the chart,”

After line 51 *insert* :—

Prohibited area.—**Lights.**—Vessels are prohibited from navigating or anchoring within an area, indicated by pecked lines on the chart, extending southward from Shō-Tashi tō; the centre line of the

Page 537 continued.

area is marked by the alignment of a pair of pole beacons, each surmounted by a ball, on Shō-Tashi tō ; the southern limit of the area is marked by the alignment of a pair of similar beacons one on Tashi tō and the other about 2 cables north-westward of it ; at night, lights are exhibited from these 4 beacons.

Page 538.—Line 12: For “are, therefore, advised to” read “should, therefore,”

Line 21: Delete “ (Saaremi) ”

Line 22: Delete “ (Soguni rock) ”

Line 25: After “ group ” insert “ ; two rocks, each 8 feet (2^m4) high, lie in the fairway of the channel north-westward of Ba-an tō ; the rocks are about three-quarters of a cable apart and the channel passes between them ”

Line 36: Delete “ (Taatonko) ”

Line 38: After “ exported.” insert “ It is an open port : see page 45.”

Line 45: Delete “ (Chōsukō) ”

Page 539.—Line 3: For “ 525 feet (160^m0) ” read “ 526 feet (160^m3) ”

Line 7: Delete “ **Lights** ” to “ is ” and substitute “ **Light.**—**Beacons.**—**Buoyage.**—A light is occasionally ”

Lines 8-9: For “ 20 feet (6^m1) ” read “ 26 feet (7^m9) ”

Lines 10-12: Delete.

After line 15 insert :—

A light-and-bell-buoy, W. 1, painted black and exhibiting a *white group flashing* light showing *two flashes every six seconds*, is moored on the northern side of the entrance to Nishi suidō and about 6 miles south-westward of Ba-an tō.

Line 17: Add :—See caution on page 536.

Line 29: For “ **Light.**— ” read “ **Lights.**—**Buoyage.**— ”

Line 31: Delete “ (Yong am po) ”

Line 37: Add :—See caution on page 536.

Line 43: For “ Santaolangkow (Santanranto) ” read “ Santaolangtou (Santaolangtow) ”

Page 540.—After line 9 insert :—

The southern harbour limit of Shingishū is indicated by a pecked line on the chart close southward of Santaolangkow.

Page 541.—Line 15: Delete “ (Terminal head) ”

Page 542.—Line 8: After “ is ” insert “ periodically ”

Line 44: After “ **dangers.**— ” insert :—A shoal with a depth of 2½ fathoms (4^m1) lies about 23 miles southward of the light on Mang shan.

Page 543.—Line 2: For “ **Light** ” read “ **Lights** ”

Line 9: For “ Jōshido tou ” read “ Jōshidoton ”

Line 21: After “ is ” insert “ occasionally ”

Line 23: For “ on the coast close eastward ” read “ close westward ”

Line 24: Delete “ (Ma Tau) ”

Line 26: Delete “ (Pashka) ”

Line 27: Delete “ (Pin tau) ”

Page 543 continued.

Line 28: For "west-south-westward" read "south-south-westward"

Line 39: Delete "(Kha tau)"

Line 40: For "160 feet (48^m8)" read "161 feet (49^m1)"

Line 49: For "Dan dashi (Tan da)" read "Tan dashi"

Page 544.—Line 3: For "390 feet (118^m9)" read "391 feet (119^m2)"

After line 11 insert:—

Chart 1256.

A light, for the use of aircraft, is exhibited, at an elevation of 158 feet (48^m2), from an iron framework tower, 36 feet (11^m0) in height, close westward of Endai ō.

Line 13: For "Sekijō (Shiishong)" read "Lights.—Sekijō"

Line 23: After "island." insert:—A rock with a depth of about 4 feet (1^m2) over it was, in 1937, reported to lie about 1½ miles east-north-eastward of the northern point of the island.

Line 35: Delete ", a rock, 68 feet (20^m7) high,"

Line 38: Delete "the"

After line 38 insert:—

A light is exhibited, at an elevation of 79 feet (24^m1), from a white, circular, concrete structure, 14 feet (4^m3) in height, on Sanryō shō.

Lines 49-50: For "1½ fathoms (3^m2)" read "1½ fathoms (2^m7)"

Line 54: Delete "(Changi tao)"

Page 545.—Line 7: For "96 feet (29^m3)" read "94 feet (28^m7)"

Line 10: After "There is" insert "anchorage in the outer part of"

Line 15: Add:—See view facing this page.

There are some wells on the island and it has been reported that water can be supplied to ships in small sampans, each carrying about half a ton.

A light is exhibited, at an elevation of 336 feet (102^m4), from a white circular concrete structure, 33 feet (10^m1) in height, on the southern extremity of Daiōka tō.

Line 27: Delete "(Wu ma tao)"

Lines 39-40: Delete "(Haiyung tao)"

Line 44: Delete "(Zoe head)"

Line 45: Delete "(Gardiner island)"

Line 47: For "(Arch rock), 118 feet (36^m0)" read ", 119 feet (36^m3)"

Line 52: For "7 fathoms (12^m8)" read "6½ fathoms (12^m3)"

Line 54: Delete "(Bessie island)"

Page 546.—Line 10: Delete "(Chentien chiao)"

Line 17: Delete "(Thornton haven)"

Line 33: Delete "(Siauhau do)"

Line 40: Delete "(Sharp rock)"

Line 42: Delete "(Tahau do)"

Line 48: Delete "(Talin tao)"

Line 50: Delete "(Tosa tao)"

Line 51: For "269 feet (82^m0)" read "271 feet (82^m6)"

Line 53: Delete "(Changzu do)"

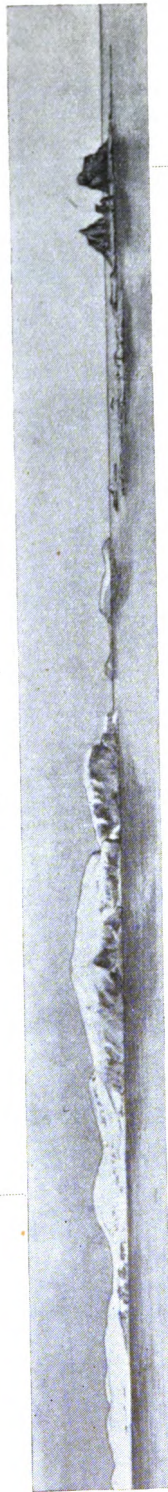
Page 547.—Lines 23-24: Delete "(Waichang shan channel)"

Line 28: Delete "(Baka tau)"

To face page 545 of Book.
 " " 72 of Supplement.



*Daiōko tō lighthouse bearing
 about 268°, distant 6½ cables*



*Hakuseki shō bearing about
 059°, distant 6½ cables.*

View in two parts of Daiōko tō from south-eastward.
 (Original dated 1949.)

Page 547 continued.

- Lines 39-40 : *Delete* " (First, Second, and Third islets) "
 Line 41 : *Delete* " (Middle islet) " and " (Bouquet islet) "
 Line 43 : *Delete* " (Krugli islet) "
 Line 47 : *Delete* " (Sauchanshan tau) "
 Line 50 : *Delete* " (Hill point) "
 Line 53 : *Delete* " (West bay) "

Page 548.—Line 3 : *Delete* " (Utini rock) "

- Line 16 : *Delete* " (Sivuch strait) "
 Lines 19-20 : *Delete* " (Nadvodni rock) "
 Line 26 : *Delete* " (Suili tao) "
 Line 33 : *Delete* " (Otdyelni island) "
 Line 35 : *Delete* " (Khasyan tau) " and " (Rocky point) "
 Lines 37-38 : *Delete* " (Bobr strait) "
 Line 41 : *Delete* " (Pyat stones) "
 Line 49 : *Delete* " (Zamok rock) "
 Line 50 : *Delete* " (Zeleni islet) "
 Line 52 : *Delete* " (Dachanshan tau) "

Page 549.—Line 2 : *Delete* " (Yermak strait) "

- Line 7 : *Delete* " (Ushi rock) "
 Line 8 : *Delete* " (Point Peschani) "
 Line 13 : *Delete* " (Pishnova rock) "
 Line 18 : *Delete* " (Segment rock) "
 Line 35 : *Delete* " (Ploski) "
 Line 39 : *Delete* " (Mount Peschanaya) "
 Lines 45-46 : *Delete* " (Tabet-khoza island) "
 Line 48 : *For* " Kinjō seki " *read* " Kinyō seki "

Page 550.—Line 7 : *Delete* " (Kosoin tau) "

- Line 17 : *Delete* " (Tunguz strait) "
 Line 20 : *For* " $3\frac{1}{4}$ fathoms (5^m9) " *read* " $3\frac{1}{2}$ fathoms (6^m4) "
 Line 23 : *Delete* " (Huapi tau) "
 Line 28 : *Delete* " (Ploski islet) "
 Line 32 : *Delete* " (Gadamak strait) "
 Line 37 : *For* " $1\frac{1}{2}$ fathoms (2^m7) " *read* " $1\frac{1}{4}$ fathoms (2^m3) "
 Line 40 : *Delete* " (Vsadnik strait) "
 Line 44 : *Delete* " (Kwanglo tau) "
 Line 54 : *Delete* " (Rulich rocks) "

Page 551.—Line 8 : *Delete* " (East bay) "

- Line 9 : *Delete* " (Huntun) "
 Line 11 : *Delete* " (Kruisha islet) "
 Line 17 : *Delete* " (Koreetz bay) "
 Line 27 : *Delete* " (Rocky point) "
 Line 31 : *Delete* " (Fantkhosa islet) "
 Line 33 : *Delete* " (Pike rock) "
 Line 35 : *Delete* " (Cherni point) "
 Line 36 : *Delete* " (Nizmennii point) "
 Line 39 : *Delete* " (Lump island) "
 Lines 40-41 : *Delete* " (Vsadnik bay) "
 Line 44 : *Delete* " (Byeli rock) "

After line 49 insert :—

A light is exhibited, at an elevation of 233 feet (71^m0), from a white

Page 551 continued.

circular concrete structure, 26 feet (7^m9) in height, on the western summit of Koro tō.

Tidal streams.—In the vicinity of the Elliot group, the east-going or north-going stream flows for a period from 4 to 5 hours after high water to a similar interval after low water: at other times, the west-going or south-going stream is experienced.

Line 50: *Delete* " (Lichang shan channel) "

Page 552.—Line 3: *For* " 3½ fathoms (6^m9) " *read* " 3½ fathoms (6^m4) "

Line 6: *After* " **COAST.**—" *insert* " **Light.**—"

Page 553.—Line 14: *After* " peninsula." *insert* :—A light is exhibited, at an elevation of 57 feet (17^m4), from a white circular concrete tower on Kyusai dashi.

Line 20: *For* " **rock** " *read* " **shoals** "

After line 24 *insert* :—

A rocky shoal, with a depth of 3½ fathoms (5^m9) over it, the position of which is approximate, was reported in 1945 about 2 miles northward of Ken shō.

Line 26: *For* " 32 feet (9^m8) " *read* " 36 feet (11^m0) "

Line 40: *For* " 33 feet (10^m1) " *read* " 42 feet (12^m8) "

Page 554.—Line 8: *For* " 25 feet (7^m6) " *read* " 36 feet (11^m0) "

Lines 9-10: *Delete* " W/T " to " Wireless " and *substitute* :—
" radiobeacon at the light-structure; see Admiralty List of Radio "

Line 13: *After* " **rock.**—" *insert* " **Shoal.**—"

Line 17: *For* " 39 feet (11^m9) " *read* " 52 feet (15^m8) "

After line 27 *insert* :—

A 4½-fathom (8^m7) rocky shoal lies about one mile north-eastward of Encounter rock light.

Line 29: *For* " 50 feet (15^m2) " *read* " 59 feet (18^m0) "

Page 556.—Line 7: *Delete* " **Light-buoys.**—"

Lines 25-37: *Delete.*

Line 45: *For* " 1½ " *read* " 5 "

After line 54 *insert* :—

Two pairs of mooring buoys lie about one mile east-north-eastward and 9 cables eastward of the head of Jijikō No. 2 pier.

Page 557.—Line 2: *Delete* " about " to " westward " and *substitute* :—

" which extends about 5 cables north-eastward from a position about 3½ cables west-north-westward of the root "

Line 16: *Delete* " mast " to " (18^m3) " and *substitute* " iron column, on a red brick building, 65 feet (19^m8) "

Line 37: *For* " 29 feet (8^m8) " *read* " 36 feet (11^m0) "

Line 40: *For* " 29 feet (8^m8) " *read* " 36 feet (11^m0) "

Line 43: *For* " black " *read* " white "

Line 46: *For* " 55 feet (16^m8) " *read* " 62 feet (18^m9) "

Line 49: *For* " 56 feet (17^m1) " *read* " 62 feet (18^m9) "

Page 558.—Lines 18-22: *Delete* “No. 4” to “light.” and *substitute* :—

The berths alongside the eastern side of No. 4 wharf are numbered 38 to 52.

Lines 25-27: _____

Lines 26-27: *Delete* and *substitute* :—

“exhibited in the northern corner of this basin. A small pier extends north-north-eastward from the roof of Hamamachi pier.”

Line 34: *For* “four” *read* “five”

Line 40: *Delete* “(see page 42)”

Page 559.—Line 2: *Delete* “(Rosseia chō wharf)”

Lines 8-9: *Delete* and *substitute* :—

“1½ cables south-westward of the south-western end of Rossia machi breakwater another breakwater was, in 1948, under construction, as indicated by pecked lines on the chart.”

Lines 13-14: *Delete* “In 1932” to “3^m4)” and *substitute* :—

“Northward and westward of the head of Rossia machi ni-ageba various areas had, in 1948, been dredged to depths of from 10 to 23 feet (3^m0 to 7^m0); their positions can best be seen on the chart; several new piers and wharves were then under construction in this vicinity”

Line 16: *After* “tō.” *insert* :—About 8 cables north-north-eastward of Rossia machi ni-ageba is the entrance to a channel which, in 1943, was dredged to a depth of 19 feet (5^m8), leading to a wharf at the head of Baka tō; the entrance is marked on the northern side by a red conical buoy No. 2 and, on the southern side, by black conical buoy No. 1; the southern side of the channel is marked by black conical buoys Nos. 3 and 5.

Line 41: *Add* :—On the western side of No. 2 wharf there is a loading berth about 262 feet (79^m9) long.

Line 43: *After* “on the” *insert* “oil wharf at the”

Page 560.—Lines 6-10: *Delete* “; this” to “Kanseishi”

Line 22: *For* “**Light.—Buoy.—**” *read* “**Lights.—**”

Line 31: *For* “an oil” *read* “a delivery pipe”

Line 32: *For* “nearly half a mile” *read* “about 4 cables”

After line 33 *insert* :—

A light is exhibited, at an elevation of 44 feet (13^m4), from a white circular concrete column, 33 feet (10^m1) in height, on the head of an oil pier about half a cable north-eastward of the delivery pipe pier.

Page 561.—Lines 2-4: *Delete* “; a red” to “rock”

Line 10: *Amend* signal to “Flag F over Numeral flag 1”

Line 11: *Amend* signal to “Flag F over Numeral flag 2”

Line 12: *Delete*.

Line 14: *Amend* signal to “Flag F over Numeral flags 99”

Lines 15-16: *Amend* signal to “Flag B over Numeral flag 1”

Lines 17-18: *Amend* signal to “Flag B over Numeral flag 2”

Lines 19-22: *Delete* and *substitute* :—

“and so on, consecutively to No. 5 buoy, inclusive”

Lines 23-24: *Amend* signal to “Flag J over Numeral flag 1”

Lines 25-26: *Amend* signal to “Flag J over Numeral flag 2”

Lines 27-28: *Amend* signal to “Flag J over Numeral flag 3”

Lines 29-30: *Amend* signal to “Flag J over Numeral flag 4”

Page 561 continued.

Lines 31-32: *Delete* and *substitute* :—

Black ball over	{	Anchor in the
Answering flag		Departure area

Black ball over flag R—Anchor in Rossia Machi ku

Lines 33-34: *Amend* signal to "Black ball over Flag J"

Lines 35-36: *Amend* signal to "Black ball over Flag F"

Lines 37-38: *Amend* signal to "Black ball over Flag K"

Lines 43-45: *Amend* signal to "Flag K over Numeral flag 1"

Lines 46-48: *Amend* signal to "Flag K over Numeral flag 2"

Lines 49-54: *Delete* and *substitute* :—

"and so on, consecutively to No. 5 berth, inclusive "

Page 562.—Lines 3-8: *Delete* and *substitute* :—

Flag K over Numeral flag 6	{	Secure alongside Kanseishi No. 2
		wharf, eastern side

Flag K over Numeral flag 7	{	Secure alongside Kanseishi No. 2
		wharf, western side

Lines 9-11: *Amend* signal to "Flag K over Numeral flag 8"

After line 11 insert :—

Flag K over Numeral flag 9	{	Secure alongside Kanseishi oil pier,
		eastern side

Flag K over Numeral flag 10	{	Secure alongside Kanseishi oil pier,
		western side

After line 37 insert :—

Flags ST (at night, a *blue* light.) Police wanted.

Flags NQ accompanied by the continuous ringing of the bell and sounding of the steam whistle.	{	Fire on board.
At night, the firing of rockets and a <i>red</i> light raised and lowered continuously.		

Page 563.—*After line 6 insert* :—

Whenever the Chief of the Marine Bureau deems it necessary, he may change the anchorage for vessels or give orders to stop all sea-borne traffic.

Line 7: *After* "port" *insert* ", or shifting berth within the port,"

Page 564.—Line 47: *For* "1934" *read* "1942"

Line 48: *For* "444,686" *read* "746,741"

Page 565.—Lines 7-8: *Delete* "Fuel" to "pier." and *substitute* :—

Diesel oil is available at Jijikō pier, but fuel oil in an emergency only.

After line 10 insert :—

There are eight cranes of from 5 to 50 tons capacity.

Page 567.—Lines 38-39: *Delete* "38" to "structure" and *substitute* :—

"39 feet (11^m9), from a white circular concrete tower"

Line 41: *For* "216°" *read* "178°"

Page 568.—*After line 8 insert* :—

Measured distance.—The alignments of three groups of beacons, three in each group, between Chōhō shi and Ryojun kō, mark a

Page 568 continued.

measured distance about 8 miles eastward of Ryojun kō. The measured distance is 3 miles long and the course is 265° or 085°.

Line 14: After "Beacons.—" insert "Radiobeacons.—"

Line 26: For "circular concrete structure" read "rectangular iron tower"

Line 27: After "kō." insert:—There is a radiobeacon at the light-house.

Line 32: For "red" read "white truncated"

Line 35: For "2½" read "2¾"

Line 36: For "becaon" read "beacon"

Line 38: For "111 feet (33^m8)" read "98 feet (29^m9)"

Line 39: For "147 feet (33^m8)" read "138 feet (42^m1)"

Lines 41-45: Delete and substitute:—

"The eastern side of the southern end of the entrance channel is marked by a conical light-buoy painted in black and white vertical stripes and exhibiting a white flashing light showing a short flash every two-and-a-half seconds; the western side is marked by a can light-buoy, painted in red and white vertical stripes and exhibiting a red flashing light showing a short flash every two-and-a-half seconds. A conical light-buoy, exhibiting a white flashing light showing a short flash every two-and-a-half seconds is moored about half way along the eastern side of the fairway. A can light-buoy, exhibiting a red flashing light showing a short flash every two-and-a-half seconds is moored about half "

Lines 47-48: Delete "close" to "(8^m5)" and substitute:—
"shown on the chart about a cable east-north-eastward of Rōkobi lighthouse, is 27 feet (8^m2)"

Page 569.—Line 15: For "from an" read ", at an elevation of 49 feet (14^m9), from a red"

After line 15 insert:—

Continuous strong northerly winds may reduce the depths in Tō kō by from 2 feet (0^m6) to, in extreme cases, 5 feet (1^m5).

Page 572.—Line 32: Delete "1934" to "141,291" and substitute "1940 the population was 35,398"

Line 35: Add:—Water is supplied by water boat.

There are three cranes of 20, 40 and 100 tons capacity.

Line 36: Add:—There is also a Japanese Naval hospital.

Page 573.—APPENDIX I: KĪRUN KŌ, dry dock: Springs, rise: For "4" read "3"

Remarks column against KĪRUN KŌ: Add:—It was reported, in 1947, that there were two other dry docks, with accommodation for vessels of 5,000 and 10,000 tons, with draughts of 26 and 28 feet, respectively.

SHANGHAI: Delete "Cosmopolitan dry dock" and all details and substitute:—

Kiangnan No. 3 dry dock: Column (1): Insert "631". Column (3): Insert "80"

Page 575.—APPENDIX II: KĪRUN KŌ, Outer harbour, Rise of Tide, Spgs.: For "6" read "3". Nps.: For "4½" read "2"

Page 593.—Left-hand column: *Below "Abei, Pii" insert:—*
 Abnormal magnetic variation . . . 27

Page 603.—Right-hand column: *For "Elliott" read "Elliot"*

Page 604.—Left-hand column: *Below "Fir cone" insert:—*
 Firing danger areas . . . 40

Page 631.—Right-hand column: *For "Shangtung" read "Shan-tung"*

Page 637.—Right-hand column: *For "Tan tou shan, see Tan tou shan" read "Tan tau san, see Tan tou shan"*

Page 651.—Heading: *For "AGENT" read "AGENTS"*

Line 2: *Delete.*

Line 3: *For "Sub-agents" read "Agents"*

Line 52: *For "SUB-AGENTS" read "AGENTS"*

Page 652.—Heading: *For "SUB-AGENTS" read "AGENTS"*

Footnote: *For "No sub-agents" read "No agents"*

NEW AND ALTERED NAMES.

The following list gives new names and altered names which will be adopted in all Hydrographic publications affected as opportunity occurs :—

New name.	Page of Pilot.	Obsolete name.
Bachishin . . .	520	—
Biirun kei . . .	193	Beiron kei
Biirun san . . .	193, 194	Beiron san
Brothers islands, The, Singhwa wan . . .	110	—
Byobu yama . . .	197	—
Camiguin :		Kamigin :
Bank . . .	154	Bank
Island . . .	154, 155	Island
Mount . . .	154	Mount
Changshansze chiao . . .	378	Warren point
Chāsō nyo . . .	436	Chyaasōnyo
Chi niang chiao . . .	233	—
Chianghufen . . .	377	Needle rock
Chinwangtao chiao . . .	373	Creek point
Chinwangtao wan . . .	373	Shallow bay
Chuen-tiao rock . . .	212	—
Chushan . . .	122	—
Feiyiin kiang . . .	212	—
Gai shū . . .	515	—
Haiwan shan . . .	381	Gulf hill
Hari shō . . .	505	—
Heifeng shan . . .	379	Clarence, Mount
Hsiaan shan . . .	317	—
Hsi shih . . .	124	—
Huanhaishihti tsui . . .	377	Temple head
Jōshidoton . . .	543	Jōshido tou
Kantō shō . . .	191	—
Kinshan tsui . . .	373	Rocky point
Kinyō seki . . .	549	Kinjō seki
Kuei shan . . .	380	—
Ma hsien village . . .	131	—
Mah shan . . .	121	—
Marshal's peak . . .	373	—
Meihua village . . .	122	Mei Nua village
Middle islet, Singhwa wan	110	—
Nan shan . . .	377	Fisher, Mount
Nan'maan-tao light . . .	287	—
Naniwa shoal . . .	516	—
Nansingcheng chiao . . .	379	Ningyuan point, South
Nei sha . . .	67	—
Niitaka kō . . .	176	—
Pagoda islet, Singhwa wan	110	—

NEW AND ALTERED NAMES—*continued.*

New name.	Page of Pilot.	Obsolete name.
Pamoctan island . . .	155	Pamoktan island
Papayan . . .	193	—
Pehsha shan . . .	392, 393	Sandy head
Peisingcheng chiao . . .	379	Ningyuan point, North
Peitaiho town . . .	373	Pehtaiho village
Point island . . .	301	—
Rika shō . . .	393	Bittern shallows
Rinpei kei . . .	164	Rinpen kei
San shan . . .	377	—
Santao banks . . .	378	Cruizer shallows
Santaolangtou . . .	539	Santaolangkow
Sekitei bi . . .	193	Sketikei bi
Shihho Pi . . .	377	Shoal point
Shishi kaku . . .	191	—
Swabue settlement . . .	59	Tai sami settlement
Tahu shan . . .	377	—
Tai mun . . .	231	—
Taikei . . .	198	—
Taiping chiao . . .	392	Hsi lan chiao
Takowtsuitze . . .	392	Ping chiao, Gulf of Liaotung
Tan dashi . . .	543	Dan dashi
Tatsiulou . . .	380	—
Tuantao bay . . .	317	—
Tung shan harbour . . .	79	Tongsang harbour
Yayū iwa . . .	190	—
Zaien Higashi suidō . . .	444	Higashi suidō, Mokuho approach
Zaien Nishi suidō . . .	444	Nishi suidō, Mokuho approach

UNIVERSITY OF CALIFORNIA LIBRARY
BERKELEY

Return to desk from which borrowed.
This book is DUE on the last date stamped below.

DEAD CAGE

MAY 10 1984

RECEIVED

OCT 15 1984

CIRCULATION DEPT.

LD 21-95m-11,'50 (2877s16)476

Sylvestre, R. M.
Stockton, Calif.

